

75  
IMMEDIATE

7th  
No. K- 1411/71/87-NCRPB  
NATIONAL CAPITAL REGION  
PLANNING BOARD

73

\*\*\*

7th floor, Indian Oil Bhavan  
Jan Path, New Delhi- 110001

Dated the 30th Dec. 1987

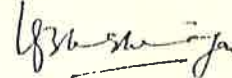
Subject: Seventh Meeting of the NCR Planning Board being held at 10.30  
A.M. on 20.1.1988

\*\*\*

The Seventh Meeting of the NCR Planning Board will be held at  
10.30 A.M. on Wednesday, the 20th January, 1988 at Parliament House  
Annexe, New Delhi. (The meeting is likely to continue in the afternoon also.  
A working lunch shall be served at the venue of the meeting.)

2. Kindly make it convenient to attend the meeting and confirm your  
participation.

3. List of agenda items proposed to be discussed is enclosed. (Agenda  
notes in respect of item 1-7 are also enclosed. Agenda notes in respect  
of item no. 8 are being sent separately.)

  
[ K. K. Bhatnagar ]  
Member Secretary

To:

All Members, Co-opted Members  
and Special Invitees

AGENDA ITEMS FOR THE 7TH MEETING OF THE NCR  
PLANNING BOARD TO BE HELD ON 20.1.88 AT  
10.30. A.M IN PARLIAMENT HOUSE ANNEXE,  
NEW DELHI

Sl.No.	ITEM	PAGE NO
1.	Confirmation of the minutes of the sixth meeting of the Board held on 21.7.87.	1
2.	Action taken on the decisions of the sixth meeting of the Board.	14
3.	Business transacted by the Planning Committee/ Project Sanctioning & Monitoring Group, Personnel Group etc.	16
4.	Amendment of Regulations	17
5.	Revised Estimates 1987-88 & Budget Estimates 1988-89 in respect of Revenue (Non-Plan) and Capital (Plan) expenditure.	19
6.	Annual Statement of the Accounts for the year 1986-87	22
7.	Annual Statement of Loans & Advances for the year 1986-87.	34
8.	Draft Regional Plan - Consideration of objections/ suggestions, along with comments and recommendations of the Planning Committee.	

Any other item with the approval of the Chair.

Annexure - I

Annexure - II

①

AGENDA ITEM NO. 1

CONFIRMATION OF THE MINUTES OF THE SIXTH MEETING OF  
THE BOARD HELD ON 21.7.87

The minutes of the Sixth meeting of NCR Planning Board held on 21.7.87 (copies alongwith corrigendum issued on 14.9.87 enclosed for ready reference) were circulated on 10.8.87. The Board may kindly confirm the minutes of the meeting.

. . . . .

MINUTES OF THE SIXTH MEETING OF THE  
NCR PLANNING BOARD HELD ON 21.7.1987 IN THE  
PARLIAMENT HOUSE ANNEXE, NEW DELHI

The following were present :

- |     |   |                  |
|-----|---|------------------|
| 1.  | Smt. Mohsina Kidwai<br>Union Minister for<br>Urban Development                            | Chairperson      |
| 2.  | Shri Madhavarao Scindia<br>Union Minister of State for Railways                           | Member           |
| 3.  | Shri Sujan Singh Yadav<br>Minister for Urban Development<br>Government of Rajasthan       | Member           |
| 4.  | Shri Sampath Singh,<br>Minister for Housing & Urban Development<br>Government of Haryana  | Member           |
| 5.  | Smt. Padma Seth<br>Minister of State for Urban Development<br>Government of Uttar Pradesh | Member           |
| 6.  | AVM H.L. Kapoor<br>Lt. Governor of Delhi  | Member           |
| 7.  | Shri Jag Parvesh Chandra<br>Chief Executive Councillor, Delhi                             | Member           |
| 8.  | Shri D.M. Sukthankar<br>Secretary<br>Ministry of Urban Development                        | Member           |
| 9.  | Shri P.P. Nayyar,<br>Secretary<br>Ministry of Surface Transport                           | Member           |
| 10. | Shri K.K. Mathur<br>Chief Secretary<br>Delhi Administration                               | Member           |
| 11. | Shri E.F.N. Reberio,<br>Chief Planner<br>Town & Country Planning Organisation             | Member           |
| 12. | Dr. Rakesh Mohan<br>Adviser (HUD)<br>Planning Commission                                  | Member           |
| 13. | Shri K.K. Bhatnagar<br>NCR Planning Board   | Member-Secretary |



The Chairperson, Smt. Mohsina Kidwai, Union Minister for Urban Development, welcomed the Members of the Board, particularly the new Members. She also introduced the new Member-Secretary of the Board. Discussion on Agenda items was then taken up and the following decisions were taken.

Agenda Item No. 1: Confirmation of the Minutes of the Fifth Meeting of the Board held on 17th February, 1987

The minutes of the fifth meeting of the Board were confirmed.

Agenda Item No. 2: Action taken on the Minutes of the Fifth Meeting of the Board

The Member-Secretary explained at length the action taken on the decisions taken in the fifth meeting. Railway Minister enquired whether the Members from the States had received these papers, and thus had had the opportunity to offer comments. Member-Secretary informed that agenda papers were sent through special messengers to all the States well in time.

Agenda Item No. 3: Business transacted by the Planning Committee/Project Sanctioning and Monitoring Group/Personnel Group etc.

Member-Secretary informed the Board about the business transacted by the above bodies since its Fifth meeting. The Members noted the same.

Agenda Item No. 4: Annual Report of the Board for the year 1986-87

The Member-Secretary briefly explained the contents of the Annual Report of the Board. The Board approved the Annual Report.

Agenda Item No. 5: Suggestion for the Co-option of VC DDA as a Member of the Board

The Member-Secretary explained to the Board the necessity of co-opting the VC DDA on the Board. The Board unanimously agreed to the proposal.

Agenda Item No. 6: Amendment to the NCR Planning Board Regulations, 1985

The Member-Secretary explained the necessity for amending the Regulation No. 5 regarding House Rent Allowance to the employees of the Board. The Board approved the following proposal to amend the said Regulation.

The Officers and employees of the Board at Delhi shall be entitled to :-

- either twenty percent (20%) of their pay in the pre-revised scale of pay : (for officers who were in service prior to 1.10.1986)
- or the slab rates of HRA as prescribed by the Government on the recommendations of the Fourth Pay Commission, w.e.f. 1.10.1986.

Agenda Item No. 7: Delegation of Financial & Administrative Powers to the Member-Secretary

The Board agreed to the delegation of financial and administrative powers as proposed in the item to the Member-Secretary of the Board.

Agenda Item No. 8: Uniform Fiscal Policy for the National Capital Region

The Member-Secretary explained the proposal contained in the agenda item for setting up of a Committee of Finance Secretaries of the participating States and the Union Territory of Delhi and the representatives of the Central Ministries concerned, under the Chairmanship of Secretary, Ministry of Urban Development, to propose measures to be taken for bringing about a proper coordination in the fiscal policy in the Region. Secretary, U.D. emphasised the necessity for a rational tax structure in the Region and commended the setting up of an institutional arrangements for furthering the NCR objectives and for providing a forum where proposals could be discussed from time to time. Reacting to the proposal, the Lt. Governor of Delhi explained the background and the justification for the

existing sales tax etc. rates in vogue in Delhi. He stated that, historically, Delhi had grown to be an important distributive centre for several commodities because of the fiscal policies which had been followed over a long time. He explained that in spite of that, the trade in Delhi did not really seem to enjoy a large degree of protection as was made out to be. For example, mainly only on 29 items, the rates of sales tax in Delhi were lower whereas on 30 items they were almost at par with the rates in other States and on 28 others, they were even higher. He stated that lately some of the neighbouring States had reduced sales tax on certain items drastically, which had resulted in the shifting of trade in those commodities from Delhi to those States. He supported the idea of having some coordination in the tax structure in the Region but wanted that it should not be at the cost of Delhi and no changes may be made unless the proposed Committee had met and given its proposals.

The Railway Minister stated that while the stand taken by Delhi Union Territory about fiscal policy was understandable from the point of view of safeguarding the local interests of Delhi, it appeared to be in conflict with their keen desire to reduce the pressure of population in Delhi. There was, thus, a dilemma. He further stated that in case the pressure of population is to be reduced, some reduction in the pace of growth of economic activities in Delhi will have to be accepted. It is also likely that this may result in some reduction in the rate of growth of tax revenues in Delhi and some ways and means to compensate Delhi for this will have to be explored. The Lt. Governor said that the policy measures for reducing the pressure of runaway growth of population in Delhi, as provided in the NCR Plan, were quite clear and acceptable in principle. The desired result should, however, be brought about more by a rapid development of infrastructure in the priority towns of the NCR than by

depressing the quality of life in Delhi. UDM observed that the proposed draft Plan of the Region did provide for this, though, due to resource constraints it had not been possible to register much progress in developing the infrastructure in the NCR priority towns. The Board was trying to impress upon the Planning Commission the urgency to release more funds so that the objectives of the NCR could be achieved without adversely affecting the economic activities of Delhi. She further stated that the problems relating to tax structure in the three participating States and in Delhi could be mitigated through discussions and hence the proposal for the setting up of the Committee may be approved.

The Railway Minister intervening in the discussions said that the apparent contradiction in what would be in the interest of development of the NCR and the priority towns vis-a-vis how it would affect Delhi was posing some problems to the Central Ministries as well in deciding inter-se priority of schemes and, therefore, the sooner it is satisfactorily resolved the better.

Shri Sampath Singh, Urban Development Minister, Haryana, stated that this issue of coordinated and harmonised fiscal policy had been discussed in several meetings of the Board and its Committees but till now no conclusions had been arrived at. He did not visualise any contradiction in Delhi trying to curb its population growth and the neighbouring areas of the NCR providing facilities for development. However, in the present situation when infrastructural facilities in the NCR were not of the desired standards and the structure of taxation in Delhi was also favourable to trade and commerce in Delhi, there was a tendency for economic activities to get gravitated towards and get concentrated in Delhi, thereby causing revenue loss to the neighbouring States. This situation was not conducive to meeting the objectives of NCR Plan. He suggested that these activities could easily



be shifted to the peripheral areas of the NCR. The UDM re-iterated that the NCR Plan was an attempt to promote such a situation and again urged that the constitution of the proposed Committee be approved. After some further discussions, it was decided to constitute the proposed Committee and the UDM desired that its recommendations should be placed in the next meeting of the Board.

Agenda Item No. 9: Draft Regional Plan - Policies, Proposals etc.

Secretary, U.D. introduced the item and stated that in accordance with the requirements of the Act, the Board has to give its approval for publishing the draft Plan for inviting comments and suggestions from the public, participating States, local bodies in the National Capital Region and the Central Ministries. The comments received will be analysed and, in the light of those comments, the final draft, with the required modifications and alterations, will be submitted to the Board for its final approval. He requested that if the Members had any comments on the draft at this stage, they could make those comments so that if necessary, the draft could be modified before publication.

The Railway Minister drew the attention of the Board to the proposals contained in Chapter 5 of the Plan relating to Transport. He explained that though it was the accepted policy of the Railways to increase the number of coaches on the long distance trains, they were facing several difficulties due to short length of platforms and non-availability of other infrastructure facilities. Provision of these facilities required large sums of money and hence the Railways may be able to achieve this objective only over a somewhat longer time than as a short term measure. He also suggested that the confusion regarding the utilisation of ring rail in Delhi should be completely cleared. In the scheme of things for the Railways, this was primarily a freight avoiding line for Delhi though it could be used as a passenger avoiding line also, but it was never meant to be a part of the urban transport system of Delhi. In this context, he welcomed the initiative taken by the maharashtra Government for meeting part of the cost of providing the rail link between New Bombay and Bombay and stated that a similar initiative to meet the needs of Delhi was called for. He noted that the response of Delhi Administration in this connection was quite favourable and encouraging. He referred to the Task Force which was going into the question of a suitable mass transit system for Delhi



and the initiative taken by the Ministry of Railways to propose a consortium approach to solving the Metropolitan transport problems. Regarding the proposed additional line to Punjab and Haryana for rationalisation of freight traffic movement, he stated that this was an on-going exercise and there were other possibilities also under consideration with a similar objective. Regarding the other long term measures suggested, he stated that setting up of another passenger terminal and provision of a 4th line at Tughlakabad were under consideration but the details will have to be worked out and specific views could be formulated only after that. Regarding the proposals mentioned at 3 (a), (b), (c), (d) and (e), he stated that none of these works were in the plans prepared by the Railways and even if they are included in the Draft NCR Regional Plan, it should not be construed that the Railways had agreed to them. He also made it clear that due to financial constraints, the Railways may not be able to provide additional resources for NCR Railway Schemes. On a suggestion from the Chairperson that Railways should make some budget provision in the name of the NCR, he stated that funds for the NCR proposals included in the Railways' own plan would be made available but for any other proposals, Railways could implement them only if extra funds specifically earmarked for such proposals are made available.

Intervening, Secretary, U.D. clarified that the draft Regional Plan was an attempt to look at the needs of the Region on a perspective basis upto 2001 and to propose investments necessary to meet them. There could certainly be some variance in the priorities given in the Plan and the priorities as decided by the Ministries. That

.../-

certainly did not imply, that the respective Ministries had concurred in the proposals included in the NCR Draft Regional Plan and was going to take up the respective schemes for immediate implementation by providing funds for them.

The Railway Minister wanted to know about the identification of counter-magnet cities/towns. The Member-Secretary clarified that 36 places had been identified in the first round of the study undertaken by the School of Planning & Architecture, which had been indicated in the Plan. The Study was likely to take 3-4 months more for finalisation and its conclusions would be available for inclusion in the final Draft Plan when it is presented to the Board for consideration and approval.

The Vice Chairman, DDA, the Urban Development Minister, Haryana and the Chief Town Planner, TCPO impressed upon the need of retaining the outer ring rail proposal connecting Khurja, Palwal, Rewari and Rohtak. They said that the proposal was included in the Interim Development Plan and was essential not only to cater to the need of diverting freight traffic so that it does not pass through Delhi but also for releasing the available rail facilities for commuter traffic. The VC DDA also suggested that the Plan need not mention the locations of the proposed rail terminals in Delhi since their finalisation would take some time and would be a part of the exercise being undertaken in connection with the modifications to the Delhi Master Plan. The Member-Secretary explained that though the proposal for such a ring rail was included in the Interim Development Plan, the consultants, i.e. M/s. Operations Research Group, Baroda, had not found it economically justifiable and of priority and hence it had to be dropped from the perspective upto 2001. He further explained

that the Consultants had taken into consideration the projected increase in population and the likely growth of economic activities as well as the direction of the growth, before coming to this conclusion. The Railway Minister, quoting from the Plan, supported this view and stated that this link could be considered for a longer perspective beyond 2001, as stated in the Plan. The Secretary, U.D. further explained that in view of the studies conducted by the Consultants there had to be a change in the priorities. The Consultants had found some other proposals to be worthy of being given a higher priority and these have, accordingly been included in the Plan.

On a query from the Secretary, Ministry of Surface Transport, it was clarified that the traffic needs of Delhi Urban Area would be taken care of in the Delhi Master Plan and hence did not find mention in this Plan. The Urban Development Minister of Uttar Pradesh also impressed upon the need for keeping the long distance trains away from the main Delhi corridor to reduce load on this corridor.

On a suggestion from the Chairperson, there was a general discussion on various proposals contained in the Plan. The Lt. Governor expressed doubts about the population projections given in the Plan and felt that these may prove to be on the lower side. The Chief Planner, TCPO, suggested that a shift in priorities was extremely necessary in the realm of tele-communications, power supply, transport needs, etc., in favour of the peripheral areas, including priority towns of the National Capital Region. The Delhi Metropolitan Area and the Delhi Urban Area should come next in this order of priorities. The Chief Secretary, Delhi Administration wanted to know whether detailed proposals had been prepared for the priority towns of the Region so that decisions could be taken in regard to investment in strengthening the infrastructure of these towns. The Member-

Secretary stated that detailed proposals, first for 8 priority towns and complexes and later, for 3 priority towns, as desired by the Board in its last meeting, had been prepared and submitted to the Planning Commission for their consideration. The Chief Secretary, Delhi further suggested that availability of power in these priority towns should be of the same order as in Delhi so that increased economic activities could gravitate there. He also wondered whether, having one transport authority for the entire National Capital Region would be a feasible proposition. He suggested that there could be a unified transport authority first for Delhi and a coordinating body for the National Capital Region could come up later. The Member Secretary stated that what was necessary was to ensure linkages between the regional requirements and the needs of Delhi Urban Area and these could be planned together. Clarifying the matter further, the Secretary, U.D. stated that the proposed Authority was not intended to take up the total responsibility of administering and running the transport system in the entire Region. It could be a coordinating agency to take an integrated view of the needs of the Region and other responsibilities could be entrusted to this body later on, as and when considered necessary.

After the discussion as above, the Draft Regional Plan was approved for publication for inviting suggestions and objections as provided in the NCR Planning Board Act, 1985.

The meeting thereafter ended with a vote of thanks to the Chair.

\*\*\*\*\*

No.K-14011/39/86-NCRPB  
NATIONAL CAPITAL REGION PLANNING BOARD  
7th Floor, 'B' Wing, IOC Bhawan,  
Janpath, New Delhi - 110001.

Dated, the 10th August, 1987.

Copy forwarded for information and appropriate action to all the members of the Board.

  
( K.K.-Bhatnagar )



Corrigendum of the Minutes of the Sixth Meeting  
of the National Capital Region Planning Board  
held on 21.7.87 in the Parliament House Annexe.

\* \* \* \* \*

Reference MCR Planning Board communication No.  
K-14011/39/86-MCRPB dated 10.8.87.

Agenda Item No.9 : Draft Regional Plan - policies,  
proposals etc.

para 2 at page 6 of the minutes may be modified to read  
as follows :-

"The Railway Minister drew the attention of the Board to the proposals contained in Chapter 5 of the plan relating to Transport. He explained that though it was the accepted policy of the Railways to increase the number of coaches on the long distance trains, they were facing several difficulties due to short length of platforms and non-availability of other infrastructure facilities. Provision of these facilities required large sums of money and hence the Railways may be able to achieve this objective only over a somewhat longer time than as a short term measure. He also suggested that the confusion regarding the utilisation of ring rail in Delhi should be completely cleared. In the scheme of things for the Railways, this was primarily a freight avoiding line for Delhi though it could be used as a passenger avoiding line also, but originally it was never meant to be a part of the urban transport system of Delhi. In this context, he welcomed the initiative taken by the Maharashtra Government for meeting part of the cost of providing the rail link between New Bombay and Bombay and stated that a similar initiative to meet the needs of Delhi was called for. He noted that the response of Delhi Administration in this connection was quite favourable and encouraging. He referred to the Task Force which was going into the question of a suitable mass transit system for Delhi and the initiative taken by the Ministry of Railways to propose a consortium approach to solving the Metropolitan transport problems. Regarding the proposed rationali-




sation of freight traffic movement to Punjab and Haryana, he stated that this was an on-going exercise and there were other possibilities also under consideration, with a similar objective. Regarding the other long-term measures suggested, he stated that the setting up of another passenger terminal was under consideration, but the details would have to be worked out and specific views could be formulated only after that. Regarding the proposals mentioned at 5.6(b), 1(iii), he stated that none of these works was in the plan prepared by the Railways except the 2 additional lines between Ghaziabad and Sahibabad and even though these are included in the Draft NCR Regional Plan, it should <sup>not</sup> be construed that the Railways had agreed to them. The 2 additional lines between Ghaziabad and Sahibabad were expected to be commissioned by March, 1989, he added. He also made it clear that due to financial constraints, the Railways may not be able to provide additional resources for NCR Railway Schemes. On a suggestion from the Chair person that Railways should make some budget provision in the name of the NCR, he stated that funds for the NCR for the NCR proposals included in the Railways' own plan would be made available but for any other proposals, Railways could implement them only if extra funds specifically earmarked for such proposals are made available".

No. K-14011/39/87-NCRPB  
NCR Planning Board,  
IOC Building, Janpath,  
NEW DELHI - 110 001.

Dated the                      Sept., 1987.

Copy forwarded for information and appropriate action to all the members of the Board.

  
( K.K. BHATTACHARYA )  
Member Secretary.

AGENDA ITEM NO. 2

ACTION TAKEN ON THE MINUTES OF THE SIXTH MEETING  
OF THE BOARD HELD ON 21.7.87

Agenda Item No. 1: Confirmation of the Minutes of the  
Fifth meeting of the Board held on 17.2.87

No action called for.

Agenda Item No. 2: Action taken on the Minutes of the Fifth  
meeting of the Board

Agenda Item No. 3: Business transacted by the Planning  
Committee/Project Sanctioning & Monitoring  
Group, Personnel Group etc.

No action called for.

Agenda Item No. 4: Annual Report of the Board for the year  
1986-87

This has been laid down on the table of  
both the Houses of Parliament during the  
last session.

Agenda Item No. 5: Suggestion for the Co-option of VC, DDA  
as a Member of the Board

Vice Chairman, Delhi Development Authority  
has been informed that he has been  
co-opted as member of the Board.

Agenda Item No. 6: Amendment to the NCR Planning Board  
Regulations, 1985

The notification amending the regulations  
in consultation with the Min. of Law and  
Min. of Urban Development has been issued  
on 14.12.87.

Agenda Item No. 7: Delegation of Financial & Administrative  
Powers to the Member Secretary

A notification delegating the Financial  
and Administrative powers to the Member  
Secretary for publication in the Gazette  
has been issued vide letter No.K-14011/13/  
85-NCRPB dated 14.12.87.

Agenda Item No. 8: Uniform Fiscal Policy for the National Capital Region

The Committee constituted under the Chairmanship of the Secretary, Urban Development has held two meetings on 29.10.87 and 24.12.87. The Committee has analysed the sales tax structure prevailing in the Delhi Union Territory and the States of Haryana, Uttar Pradesh and Rajasthan. The Committee has also broadly considered various issues arising out of this analysis and having a bearing on the policies approved by the Board. It has, however, not been possible for the Committee to reach any conclusions till now.

Agenda Item No. 9: Draft Regional Plan - Policies, Proposals etc.

The Draft Regional Plan approved by the Board was published on 14.8.1987 inviting public suggestions/objections. The date for filling suggestions/objections was extended till 31.10.1987. A total of 37 objections have been received. A separate agenda item No.8 has been submitted for consideration.

AGENDA ITEM NO. 3

Details of business transacted by the Planning Committee, Personnel Group & Project Sanctioning & Monitoring Group, etc.

---

A copy each of the minutes of the meetings held by the Planning Committee etc. are given in Annexure - I for kind perusal.

...



AGENDA ITEM NO.4Amendment of Regulations

The National Capital Region Regulations, 1986 (Annexure-11) were approved by the Board in its First meeting held on 4.6.85 and these regulations were later notified with the approval of the Central Government 3.3.86. These Regulations inter-alia provide for service conditions of the officers and employees of the Board.

A policy decision has now been taken by the Central Government that its employees on deputation and who are not repatriated to their parent office during or after the sanctioned deputation period in the autonomous bodies on the date of expiry of the deputation period are deemed to have been permanently absorbed in the autonomous bodies with effect from that date. It has thus become necessary to consider the requests of such employees of the Central Government on deputation with the Board for a permanent absorption whom we may like to absorb in the interest of the Board. According to our Regulations, the employees of the Board are eligible to get pensionary benefits and General Provident Fund. However, some of the employees who may thus be permanently absorbed in the NCR Planning Board will not be eligible for pension because their balance period of service may be less than 10 years. According to Govt. rules, such officers will be entitled to the benefit of the Contribution Provident Fund only. But at present no Contributory Provident Fund Scheme is applicable to the employees of the Board. Thus, such of the erstwhile employees of the Central Govt. who are absorbed in the Board will neither get CPF facility nor the benefit of pension for the services rendered in the Board. To keep them at par with Government servants, therefore, it is proposed to amend regulations by making the CPF rules of the Govt. of India applicable to them. There are no financial implications in so far that these officers are entitled to 8.3% of pay as contribution from the Board as against 17 to 23% of maximum of the pay scale as pension contribution payable by the Board. It is, therefore, proposed that the Board may adopt the Contributory Provident Fund Rules of the Govt. of India.



The Board may consider the amendment of NCR Regulation (Annexure-II)- Regulation 6 - Pension, Gratuity & Retirement benefits by including the words or "Contributory Provident Fund Rules," after the words General Provident Fund.

Proposed draft

6. Pension, gratuity, retirement benefits and general provident fund:-

"The officers and employees of the Board shall be entitled to pension, gratuity, other retirement benefits and general provident fund or contributory provident fund at such rates and under such conditions as are applicable to officers and employers of the Central Government in the corresponding grades:"

"or contributory provident fund" to be added.

Board may kindly consider and approve the proposal.

AGENDA ITEM NO.5Revised Estimates 1987-88 and Budget Estimates  
1988-89 in respect of Revenue (Non-Plan)  
and Capital (Plan) expenditure

Revised Estimates 1987-88 and Budget Estimates 1988-89 in respect of both Revenue (Non-Plan) and Capital (Plan) were submitted to the Ministry of Urban Development in the prescribed formats and in accordance with their instructions by the due dates. Briefly, these estimates were as under:-

(Rupees in lakhs)

	Non-Plan (Revenue exp.)	Plan (Capital exp)	Remarks
Actual expenditure 1986-87	21.64	360.14	
Sanctioned Budget grant 1987-88	22.23	600.00	
Proposed Revised Estimates 1987-88	26.06	600.00	
Accepted Revised Estimates 1987-88	22.41	600.00	
Budget Estimates 1988-89	29.47	2895.00	

Detailed statements of Revenue and Capital expenditure Budget are enclosed. These Budget statements are submitted for consideration an approval of the Board.

\* \* \* \* \*


Statement showing the Revised Estimates 1987-88 and  
Budget Estimates 1988-89 vis-a-vis the actual  
expenditure

NOV-PLAN

Grant No. 73-Housing Urban  
Development.  
DI-NCR Plc. Board-DI(1)-  
Direction & Admn.

(In thousands of Rs.)

	Actuals 1986-87	B.E. 1987-88	Actuals of last six months 10/36 to 3/37	Actuals 4/87 to 9/87	Anticipated 10/87 to 3/88	R.E. 1987-88	B.E. 1988-89
Salaries	9,92	-	5,24	6,99	7,77	14,76	16,48
Wages	20	-	11	13	12	25	30
Travel Expenditure	22	-	8	31	19	50	50
Office Expenditure	8,74	-	4,22	2,45	4,13	6,53	8,22
Rent, Rates and Taxes	2,55	-	2,55	99	2,96	3,95	3,95
Susp -	1	-	1	-	2	2	2
Grand Total	21,64	22,23	12,21	10,87	15,19	26,06	29,47
Less unspent balance of last year	-	-	-	-	(-)	92	-
Less Misc. Receipts	-	-	-	4	(-)	10	12
Net Total	21,64	22,23	12,21	10,83	14,21	25,04	29,35

  
Finance & Accounts Officer  
NCR Planning Board.



PLAN

21

STATEMENT SHOWING THE REVISED ESTIMATES 1987-88 VIS-A-VIS THE ACTUAL EXPENDITURE

Rs. in lakhs

Sub-heads	1	2	3	4	5	6	7	8	9	10
Reimbursements for the year 1986-87										
Sanctioned Budget Grant 1987-88										
Actuals 1986-87										
First 6 months actuals 1987-88										
Anticipated Exp. for the remaining 6 months of 1987-88										
Revised Excess										
Reasons for variations between 1987-88										
Goal 3 & 7										
Loans to State Government/Implementing agencies	400.00	400.00		400.00	175.00	1278.00	1453.00			
Studies & Surveys	9.27			7.53	5.48	9.00	15.48			
Preparation of NCR Plan	1.25			1.52	0.82	1.20	2.60			
Land & Building for NCR Board's office										
Total	410.79	600.00		409.10	182.20	1288.20	1470.50			
Less										
(i) Unspent balance last year 6/7										
(ii) Int. on loans										
(iii) Other receipts (Bank Int.)										
Total receipts										
Total Net	350.14	600.00		409.10	182.20	1288.20	1325.00	725.00		

Extra funds to the extend of Rs. 725 lakhs are required for providing financial assistance to the participating state governments for development works in the NCR. In this connection a copy of d.o. letter dt. 24.9.87 addressed to Planning Commission is enclosed.

K. I. SACHAR  
Finance & Accounts Officer

AGENDA ITEM NO. 6

ANNUAL STATEMENT OF ACCOUNTS FOR THE YEAR  
1986 - 87

According to Clause - 25 of the NCR Planning Board Act, 1985 the accounts of the Board for the year 1986-87 were maintained in the form prescribed by the Government in consultation with the Comptroller & Auditor General of India. Detailed accounts as well as Annual Statement of the Accounts were audited by the Director of Audit, Commerce, Works & Miscellaneous, New Delhi on behalf of Comptroller & Auditor General of India. The Audit certificate along with the Statement of Annual Accounts has been submitted to the Ministry of Urban Development who have since placed these on the Table of both the Houses of Parliament.

The Statement of Annual Accounts with the Audit Certificate is submitted to the Board for adoption.

. . . . .



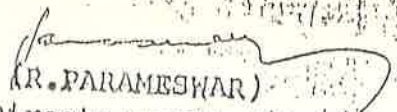
AUDIT CERTIFICATE

23

I have examined the accounts and the Balance Sheet of the National Capital Region Planning Board, New Delhi for the year ending 31st March 1987. I have obtained all the information and explanations that I have required and I certify as a result of my audit that in my opinion, these accounts and Balance Sheet are properly drawn up so as to exhibit a true and fair view of the state of affairs of the National Capital Region Planning Board according to the best of my information and explanations given to me and as shown by the books of the Board.

Place: New Delhi

Dated: 15.10.1987

  
(R. PARAMESWAR)  
Director of Audit  
Commerce Works & Miso., -I,  
New Delhi.



# STATEMENT OF RECEIPT AND PAYMENT ACCOUNT OF THE REVENUE AND CAPITAL GRANT FOR THE YEAR 1986-87

## RECEIPTS

## PAYMENTS

Head of Account	No.	Head of Account	Rs.	Rs.
1. Unsettled balance 2/0	4	1. Salaries	8,56,667.32	
(a) Revenue Grant		Pay	3,94,008.44	
(b) Capital Grant		Allowances	4,62,658.88	
2. Grant in aid received from the M/o Urban Development		2. Wages	19,544.35	
(a) Revenue Grant		3. Travel Expenses	22,054.40	
(b) Capital Grant		4. Office Expenses	8,50,134.28	
Total		5. Fees & Honorarium	257.85	
3. Receipt of interests on loans (to State Govts./Implementing Agencies).		6. Payment for professional & special services	3,500.00	
(a) Urban Improvement Trust		7. Rent rate and taxes	2,54,798.70	
(b) UP Azas Evan Vikes		8. Licence fee paid to Dte. of Estate in respect of Govt. residences	42,577.45	
(c) Parished, Lucknow		9. Loans to State Govt./Implementing Agencies:		
Authority, Varanasi		(i) Urban Improvement Trust, Alwar	36,50,000.00	
Total		(ii) Uttar Pradesh, Lucknow	2,25,00,000.00	
4. Bank interest		(iii) RUDA, Chandigarh	1,38,50,000.00	
(a) State Bank of India		Total	4,00,00,000.00	
(b) State Bank of Patiala		10. Foreign Service Contribution	89,338.70	
Total		11. Studies & Surveys		
5. Other Receipts		(i) Migration Studies in the context of ICR	2,18,850.00	
(a) Interest on loan advance		(ii) Study of Informal Sector	1,22,000.00	
(b) Interest on Cycle advance		(iii) Landuse Analysis	3,42,465.00	
(c) Group Insurance		(iv) Computer modelling for Urban Dev.	75,000.00	
(d) Private use of staff car		(v) Traffic & Transportation Studies	1,62,800.00	
(e) CCE Contribution		Total	9,27,115.00	
(f) Miscellaneous receipts		12. Preparation of ICR Plan	1,52,378.20	
Total		13. Hospitality Expenses	24,336.09	
6. Deposits		14. Short term advances to staff:		
(a) Security deposits with Dte. of Estates		(i) Festival advance	3,200.00	
(b) Excess amount transferred in Savings Account by SBI, New Delhi		(ii) Cycle advance	400.00	
7. 32% contribution of regular staff of the Board		15. Deposits	1,005.00	
(a) Security deposits		Security deposits with Dte. of Estates		
(b) Cycle advance		16. Surplus		
(c) Cycle advance		(A) Receipts from Rev. Bill		
(d) Cycle advance		(i) Income Tax	17,310.00	
(e) Cycle advance		(ii) Licence fee	8,074.35	
(f) Cycle advance		(iii) CGIS	9,525.00	
(g) Cycle advance		(iv) GPF Subsidy advances	1,43,957.00	
(h) Cycle advance		(v) ICA Subsidy	32,002.00	
(i) Cycle advance		(vi) Scooter advance	1,156.00	
(j) Cycle advance		(vii) Car advance	3,960.00	
(k) Cycle advance		(viii) Festival/advance	900.00	
(l) Cycle advance		(ix) Cycle advance	198.65	
(m) Cycle advance		(x) LIC Advance	430.00	
(n) Cycle advance		Total	2,03,053.00	
(o) Cycle advance		(B) Income tax received from suppliers bill	4,310.00	

2

2

3

4



5

9. Suspects

(A) Receipt and Recovery from salary bill

(a)	Income Tax	17, 210.00
(b)	Licence fee	8, 074.35
(c)	GGEIS	9, 925.00
(d)	GPF subscription and advances	1, 48, 997.00
(e)	RBA	32, 002.00
(f)	Scooter advance	1, 156.00
(g)	Car advance	3, 960.00
(h)	Festival	900.00
(i)	Cycle advance	198.65
(j)	TiC advance	430.00

(b) Interest

(C) Temporary contingent advances

(D) Income Tax recovered from suppliers

2,23,453.00

○ ○ ○ ○ ○

1,540.97

4,962.00

GRAND TOTAL

5,00,96,563.14

17. Interest on G.P.F.

19. Closing Balance

(a) Revenue Grant

(b) Capital Grant

Total

1,25,899.72

64,86,064.03

66,11,963.90

Details of closing balance

Cash in hand

473.08

Cash in Current A/c

7,733.44

Cash in Saving A/c

66,03,707.28

$$\underline{66.11,963.80}$$

1000/20/5  
(Ind. K. K. Balandy)  
A. Balandy 7-8-20

11  
 12  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25  
 26  
 27  
 28  
 29  
 30  
 31  
 32  
 33  
 34  
 35  
 36  
 37  
 38  
 39  
 40  
 41  
 42  
 43  
 44  
 45  
 46  
 47  
 48  
 49  
 50  
 51  
 52  
 53  
 54  
 55  
 56  
 57  
 58  
 59  
 60  
 61  
 62  
 63  
 64  
 65  
 66  
 67  
 68  
 69  
 70  
 71  
 72  
 73  
 74  
 75  
 76  
 77  
 78  
 79  
 80  
 81  
 82  
 83  
 84  
 85  
 86  
 87  
 88  
 89  
 90  
 91  
 92  
 93  
 94  
 95  
 96  
 97  
 98  
 99  
 100  
 101  
 102  
 103  
 104  
 105  
 106  
 107  
 108  
 109  
 110  
 111  
 112  
 113  
 114  
 115  
 116  
 117  
 118  
 119  
 120  
 121  
 122  
 123  
 124  
 125  
 126  
 127  
 128  
 129  
 130  
 131  
 132  
 133  
 134  
 135  
 136  
 137  
 138  
 139  
 140  
 141  
 142  
 143  
 144  
 145  
 146  
 147  
 148  
 149  
 150  
 151  
 152  
 153  
 154  
 155  
 156  
 157  
 158  
 159  
 160  
 161  
 162  
 163  
 164  
 165  
 166  
 167  
 168  
 169  
 170  
 171  
 172  
 173  
 174  
 175  
 176  
 177  
 178  
 179  
 180  
 181  
 182  
 183  
 184  
 185  
 186  
 187  
 188  
 189  
 190  
 191  
 192  
 193  
 194  
 195  
 196  
 197  
 198  
 199  
 200  
 201  
 202  
 203  
 204  
 205  
 206  
 207  
 208  
 209  
 210  
 211  
 212  
 213  
 214  
 215  
 216  
 217  
 218  
 219  
 220  
 221  
 222  
 223  
 224  
 225  
 226  
 227  
 228  
 229  
 230  
 231  
 232  
 233  
 234  
 235  
 236  
 237  
 238  
 239  
 240  
 241  
 242  
 243  
 244  
 245  
 246  
 247  
 248  
 249  
 250  
 251  
 252  
 253  
 254  
 255  
 256  
 257  
 258  
 259  
 260  
 261  
 262  
 263  
 264  
 265  
 266  
 267  
 268  
 269  
 270  
 271  
 272  
 273  
 274  
 275  
 276  
 277  
 278  
 279  
 280  
 281  
 282  
 283  
 284  
 285  
 286  
 287  
 288  
 289  
 290  
 291  
 292  
 293  
 294  
 295  
 296  
 297  
 298  
 299  
 300  
 301  
 302  
 303  
 304  
 305  
 306  
 307  
 308  
 309  
 310  
 311  
 312  
 313  
 314  
 315  
 316  
 317  
 318  
 319  
 320  
 321  
 322  
 323  
 324  
 325  
 326  
 327  
 328  
 329  
 330  
 331  
 332  
 333  
 334  
 335  
 336  
 337  
 338  
 339  
 340  
 341  
 342  
 343  
 344  
 345  
 346  
 347  
 348  
 349  
 350  
 351  
 352  
 353  
 354  
 355  
 356  
 357  
 358  
 359  
 360  
 361  
 362  
 363  
 364  
 365  
 366  
 367  
 368  
 369  
 370  
 371  
 372  
 373  
 374  
 375  
 376  
 377  
 378  
 379  
 380  
 381  
 382  
 383  
 384  
 385  
 386  
 387  
 388  
 389  
 390  
 391  
 392  
 393  
 394  
 395  
 396  
 397  
 398  
 399  
 400  
 401  
 402  
 403  
 404  
 405  
 406  
 407  
 408  
 409  
 410  
 411  
 412  
 413  
 414  
 415  
 416  
 417  
 418  
 419  
 420  
 421  
 422  
 423  
 424  
 425  
 426  
 427  
 428  
 429  
 430  
 431  
 432  
 433  
 434  
 435  
 436  
 437  
 438  
 439  
 440  
 441  
 442  
 443  
 444  
 445  
 446  
 447  
 448  
 449  
 450  
 451  
 452  
 453  
 454  
 455  
 456  
 457  
 458  
 459  
 460  
 461  
 462  
 463  
 464  
 465  
 466  
 467  
 468  
 469  
 470  
 471  
 472  
 473  
 474  
 475  
 476  
 477  
 478  
 479  
 480  
 481  
 482  
 483  
 484  
 485  
 486  
 487  
 488  
 489  
 490  
 491  
 492  
 493  
 494  
 495  
 496  
 497  
 498  
 499  
 500  
 501  
 502  
 503  
 504  
 505  
 506  
 507  
 508  
 509  
 510  
 511  
 512  
 513  
 514  
 515  
 516  
 517  
 518  
 519  
 520  
 521  
 522  
 523  
 524  
 525  
 526  
 527  
 528  
 529  
 530  
 531  
 532  
 533

(K.K. Zinatov)  
Membre Secrétaire

5,00,86,663.14



STATEMENT OF RECEIPT AND PAYMENT OF  
CAPITAL GRANT FOR THE YEAR 1986-87

(24)

RECEIPTS

Head of Account	S.No.	Amount
Unspent balance brought over	13	12,82,671.09
Contribution received from Govt.		4,25,00,000.00
Receipt of interest on loans from State Govt./Implementing agencies		
(a) Urban Improvement Trust, Alwar		7,21,130.15
(b) UP Awas Vikas Parishad, Lucknow		13,56,250.00
(c) Haryana Urban Dev. Authority, Chandigarh		15,75,770.54
Bank Interest:		
(a) State Bank of India, Nirman Bhavan		30,893.10
(b) State Bank of Patiala		98,842.40
		<u>1,29,735.50</u>

Total :- 4,75,65,557.28

*K.L. Sachar*  
(K.L. Sachar)  
Finance and Accounts Officer

PAYMENTS

Head of Account	S.No.	Amount
Loans to State Govt./Implementing agencies	13	
i) Urban Improvement Trust Alwar		36,50,000
ii) Uttar Pradesh, Lucknow		2,25,00,000
iii) Haryana Urban Dev. Authority, Chandigarh		<u>1,38,50,000</u>
		4,00,00,000
2. Studies & Surveys		
i) Migration studies in the context of NCR		2,18,850.00
ii) Study of Informal sector		1,22,000.00
iii) Landuse Analysis		3,42,465.00
iv) Computer Modelling for Urban Development		75,000.00
v) Traffic & Transportation studies		<u>1,68,800.00</u>
		9,27,115.00
3. Preparation of NCR Plan		1,52,378.20
Closing balance		<u>64,86,064.08</u>
		4,75,65,557.28

*K.K. Bhatnagar*  
(K.K. Bhatnagar)  
Member Secretary



STATEMENT OF RECEIPT AND PAYMENT ACCOUNT OF  
THE REVENUE GRANT FOR THE YEAR 1986-87

RECEIPTS

No.	Head of Account	Amount
1.	Unspent balance brought forward	
2.	Grant in aid received from M/o Urban Development	60,930.41
3.	Other receipts	21,89,000.00
	(a) Interest on LIC advances	122.35
	(b) Interest on cycle advances	8.35
	(c) Group Insurance	3,058.00
	(d) Private use of staff car	105.00
	(e) CWS contribution	830.50
	(f) Miscellaneous receipts	64.28
4.	Deposits:	
	(a) Security deposit with Director of Estate	
	(b) Excess amount transferred in Saving A/c by State Bank of India, Nirman Bhavan to State Bank of Patiala	700.00
	(c) GPF subscription of regular staff of the Board	30,000.00
5.	Short term advances to staff:	2,233.00
	(a) Festival advance	
	(b) Cycle advance	
6.	Suspense:	3,320.00
	(a) Receipt & recovery from salary bill:	640.00
	(1) Income tax	17,810.00
	(2) Licence fee	8,074.33
	(3) CGEIS	9,925.00
	(4) GPF subscriptions & advances	1,48,997.00
	(5) HRA including interest	32,002.00
	(6) Scooter advance	1,156.00
	(7) Car advance	3,960.00
	(8) Festival advance	900.00
	(9) Cycle advance	198.55
	(10) LIC advance	450.00
	(b) Imprest	2,23,453.00
	(c) Temporary contingent advances	88.00
	(d) Income tax recovered from suppliers' bill	1,540.97
		4,962.00
	Total	25,21,105.86

(K.L. Sachar)  
Finance & Accounts Officer

PAYMENTS

No.	Head of Account	Amount
1.	Salary	3,94,008.44
	(i) Pay	4,62,658.98
	(ii) Allowances	
2.	Wages	
3.	Travel expenses	
4.	Office expenses	
5.	Fees and honorarium	
6.	Payment for professional & special services	
7.	Rent, Rates and Taxes	
8.	Licence fee paid to Dte. of Estates in respect of Govt. residences	
9.	Foreign service contribution	
10.	Hospitality expenses	
11.	Short term advances to staff:	
	(a) Festival advance	
	(b) Cycle advances	
12.	Deposits:	
	Security deposits to Director of Estate	
13.	Suspense:	
	(a) Receipt & recoveries from salary bills:	
	(1) Income tax	17,810.00
	(ii) Licence fee	8,074.33
	(iii) CGEIS	9,925.00
	(iv) GPF subscription and advances	1,48,997.00
	(v) HRA including interest	32,002.00
	(vi) Scooter advance	1,156.00
	(vii) Car advance	3,960.00
	(viii) Festival advance	900.00
	(ix) Cycle advance	198.55
	(x) LIC advance	450.00
	(b) Income tax recovered from suppliers' bill	2,23,053.00
	(c) Interest on GPF	1,962.00
	Closing balance	57.00
		1,23,399.72
		25,21,105.86

(K.K. Bhatnagar)  
Member Secretary

NCR PLANNING BOARD  
INCOME AND EXPENDITURE ACCOUNT FOR THE  
YEAR 1986-87

22

EXPENDITURE			AMOUNT		INCOME		AMOUNT	
1			2		3		4	
			Rs. P.				Rs. P.	
<u>Salaries</u>								
(a) Pay	3,94,008.44		8,56,667.32		1. Grant in Aid (Revenue)			
(b) Allowances	4,62,658.80				received from the M/o			
Wages			19,544.35		Urban Development for			
3. Travel Expenses			22,054.40		Establishment & Adminis-			
4. Office Expenses					trative Expenditure			
(i) Postage	3,102.00				(Recurring) i.e. total			
(ii) Hot & cold weather charges	62.10				Grant less expenditure		16,09,365.85	
(iii) Telephone	53,940.57				therefrom on assets.			
(iv) Stationery								
(a) Ordinary	53,694.98							
(b) Drawing & Materials	36,288.53							
(v) Printing	21,356.50							
(vi) Running & maintenance of staff car & other vehicle	31,208.05							
(vii) Conveyance charges	1,047.95							
(viii) Other items								
(a) Meeting expenses	6,513.90							
(b) Grant in aid to Magazine Club	1,045.00							
(c) Sweeper charges	451.60							
(d) Maintenance of:								
(i) Office machines	48,812.60							
(ii) Furniture & Furnishing	1,992.00							
(e) Miscellaneous	10,984.35							
	<u>2,70,500.13</u>							
Total Office Expenses			2,70,500.13					
5. Fees & Honorarium			257.85					
6. Payment for professional and special services			3,500.00					
7. Rent, Rate and Taxes			2,54,798.70					
8. Hospitality Expenses			24,336.09					
9. Other charges								
(a) Licence fee paid to Directorate of Estates for Govt. residences allotted to officer and staff of the Board			42,677.45					
(b) Leave salary and pension contributions			88,338.70					
10. Interest on GPF of regular employees of the Board			57.00					
Excess of income over expenditure transferred to Balance Sheet			30,822.34					
GRAND TOTAL			<u>16,13,554.33</u>				<u>16,13,554.33</u>	

Rs. 21,89,090.00  
Rs. (-) 5,79,634.15  
Rs. 16,09,365.85

2. Other Receipts

(i) Interest on Leave Travel concession advances	Rs. 122.35
(ii) Interest on cycle advances	Rs. 8.35
(iii) Private use of staff car	Rs. 105.00
(iv) Group Insurance Scheme recoveries	Rs. 3058.00
(v) Central Govt. Health Services Contributions	Rs. 830.50
(vi) Miscellaneous Receipts	Rs. 64.28
	<u>Rs. 4188.48</u>
Total other Receipts	4,188.48

(Smt. K.K. Bhattacharya)  
Accounts Asstt.

(K.L. Sachar)  
Finance and Accounts Officer

(K.K. Bhattacharya)  
Member Secretary

**N.C.R. PLANNING BOARD  
BALANCE SHEET AS ON 31ST MARCH, 1987**

Amount as on 31.3.1986		Funds and liabilities		Amount as on 31.3.1987		Assets		Amount as on 31.3.1987	
Rs.	P.			Rs.	P.			Rs.	P.
7,30,163.63		1. National Capital Region Planning Board Fund Account		13,09,797.78		1. Assets as per Annexure I		13,07,043.81	
3,90,000.00		(i) Revenue Grant for Non-Recurring Expenditure		8,15,00,000.00		2. Interest bearing loans to State Govts. or their implementing agencies (Annexure II)		7,75,00,000.00	
1,52,551.24		(ii) Capital Grant		2,82,286.74		3. Studies & Surveys (Annexure III)		14,19,615.00	
1,22,619.85		(iii) Bank Interest		37,75,770.54		4. NCR Plan (Annexure IV)		1,52,378.20	
4,00,08,334.72		(iv) Interest on Loan		8,68,67,855.06		5. Outstanding short term advances to staff (Annexure V)		760.00	
		Total Fund				6. Deposits with the Director of Estates		525.00	
		2. GPF subscriptions of regular employees of the Board		2,233.00		7. Outstanding imprest & petty advances			
		3. Suspense & Deposits				Cash Balance			
		(a) Excess amount received on transfer of account from State Bank of India to State Bank of Patiala, Raigarh Building		30,000.00		(i) Saving Account		66,03,707.28	
		(b) Receipt & Recoveries from salary bills		0 400.00		(ii) Current Account		7,783.44	
		4. Excess of Income over Expenditure				(iii) Cash in hand		473.08	
60,980.41		E/F from last year		30,930.41				66,11,963.80	
		Current year		30,022.04					
4,00,08,334.72		Total Fund		8,69,92,290.81					

*(Cons. K.K. Bhattacharya)*  
Presenting Agent

*(K.L. Sachdev)*  
Finance & Accounts Officer

*(K.K. Bhattacharya)*  
Member Secretary



(30)

SUMMARY OF ASSETS 1986-87

No.	Name of Asset	Expenditure incurred up- to 3/86	Expenditure incurred during 1986-87	Total	Ref. to page No. of S/R
1.	Furniture	Rs. 144255.15	Rs. 83546.55	Rs. 227801.70	12
2.	Furnishing	-	Rs. 64645.00	Rs. 64645.00	92
3.	Motor Car	Rs. 94537.51	-	Rs. 94537.51	50
4.	Motor Van	Rs. 105500.00	-	Rs. 105500.00	58
5.	Type Writer	Rs. 45430.65	-	Rs. 45430.65	32
6.	Electronic T.W.	Rs. 57327.10	-	Rs. 57327.10	50
7.	Duplicating Machine	Rs. 18540.25	-	Rs. 18540.25	66
8.	Photocopier	Rs. 118552.60	-	Rs. 118552.60	68
9.	Calculator	Rs. 300.00	-	Rs. 300.00	54
10.	Cycle/Postal Machine	Rs. 839.90	Rs. 620.90	Rs. 1460.80	54
11.	Tape Recorder	Rs. 1073.20	-	Rs. 1073.20	64
12.	Air Conditioners	Rs. 34345.00	Rs. 42841.40	Rs. 77186.40	70
13.	Elect. Appliances	Rs. 2120.55	Rs. 34645.40	Rs. 36765.95	62
14.	Pedestal Fans	-	Rs. 2896.55	Rs. 2896.55	84
15.	Water Cooler	-	Rs. 8370.00	Rs. 8370.00	94
16.	Wall Clock	Rs. 837.50	-	Rs. 837.50	62
17.	Auto Dialler	-	Rs. 4290.00	Rs. 4290.00	82
18.	Installation of addl. power points by CPWD	-	Rs. 22985.00	Rs. 22985.00	86
19.	PVC Partitions	-	Rs. 248108.00	Rs. 248108.00	88
20.	False Ceiling Tube fitting	-	Rs. 18216.00	Rs. 18216.00	90
21.	Ferro Printing Machine	Rs. 58146.00	-	Rs. 58146.00	15
22.	Drawing materials & equipment	Rs. 42450.15	Rs. 42659.40	Rs. 85109.55	15
23.	Books/Maps	Rs. 3151.10	Rs. 5011.95	Rs. 8163.05	74
24.	Misc	-	Rs. 790.00	Rs. 790.00	96
		Rs. 727414.66	Rs. 579634.15	Rs. 1307048.81	



DETAILS OF OUTSTANDING LOANS

<u>No.</u>	<u>To whom given</u>	<u>Amount out- standing as on 31.3.86 Rs.</u>	<u>Loan given during 1986-87 Rs.</u>	<u>Amount out- standing as on 31.3.1987 Rs.</u>
1.	Govt. of Uttar Pradesh, Lucknow	1,75,00,000	2,25,00,000	4,00,00,000
2.	Haryana Urban Development Authority, Chandigarh	1,25,00,000	1,38,50,000	2,63,50,000
3.	Urban Improvement Trust, Alwar (Rajasthan)	75,00,000	36,50,000	1,11,50,000
Total :-		3,75,00,000	4,00,00,000	7,75,00,000

133

(3)

DETAILS OF EXPENDITURE ON STUDIES AND SURVEYS

Sl. No.	Name of Study and survey	Estimated cost of study/survey	Expenditure incurred upto 31.3.86	Expenditure incurred during 1986-87	Expenditure incurred upto 31.3.87
1	2	3	4	5	6
1.	Migration studies in the context of NCR Plan	4,50,000	2,25,000	2,18,850	4,43,850
2.	Study of Informal Sector in NCR	3,05,000	1,52,500	1,22,000	2,74,500
3.	Fiscal Policy for NCR	2,30,000	1,15,000	-	1,15,000
4.	Landuse analysis based on land-sat imageries and Aerial Photography	3,42,465	-	3,42,465	3,42,465
5.	Computer modelling for Urban Development	1,85,000	-	75,000	75,000
6.	Traffic and Transportation studies/surveys	8,80,000	-	1,68,000	1,68,000
Total:-		23,92,465	4,92,000	9,27,115	14,19,615

DETAILS OF EXPENDITURE INCURRED  
ON PREPARATION OF HCR PLAN

1. Audiovisual presentation	Rs. 28,678.20
2. Printing of Interim Development Plan	Rs. 1,23,700.00
Total:-	<u>Rs. 1,52,378.20</u>

ANNEXURE V

DETAILS OF OUTSTANDING SHORT  
TERM ADVANCES TO STAFF

1. Festival advance	Rs. 600.00
2. Cycle advance	Rs. 160.00
Total:-	<u>Rs. 760.00</u>

25  
ici  
m:

AGENDA ITEM NO. 7ANNUAL STATEMENT OF LOANS & ADVANCES FOR THE  
YEAR 1986-87

According to Rule-47 of the NCR Planning Board Rules, 1985, the officer in charge of the accounts of the Board is required to submit to the Board Annual Statement showing details of outstanding loans in respect of the following heads in form 'G' & 'H':-

- (a) Loans and advances by the Board in form 'G'.
- (b) Loans and advances received by the Board in form 'H'.

The Annual statements of loan for the year 1986-87 in the prescribed forms are submitted for information of the Board. In regard to loans sanctioned by the Board to the participating States/implementing agencies, the repayment of instalments of principal has not become due so far, There is no outstanding default in payment of interest. The statements of loans/advances received by the Board (Form 'H') may be treated as 'NIL'.

. . .



## FORM H

## NATIONAL CAPITAL REGION PLANNING BOARD

Statement of loans/advances received by the Board—Financial year 191986-87

[See Rule 47(2)]

Name of person/ party receiving the loan/advance	Amount of loan/advance received	Rate of interest	No and date of orders authorising loan/the advances	Balance from last year	Amount received during the year	Total	Repayment of principal			Payment of interest			
							Instal-ments of repay-ment during the year and arrears of instal-ments due relating to earlier years if any (figures to be shown year-wise)	Amount of princi-pal re-paid during the year	Amount of de-faults in repay-ments of prin-cipal (Cols-8-9) (figures to be shown year-wise)	Balance of loans/advances at the close of the year (Col. 7- Col. 9)	Amount of in-terest due for and upto the year under review	Amount of interest paid and credited to re-venue during the year	Balance of interest unpaid
1	2	3	4	5	6	7	8	9	10	11	12	13	14

FORM G

NATIONAL CAPITAL REGION PLANNING BOARD

Statement of Loan/Advances sanctioned by the Board

Financial year 1986-87.

(See Rule 47 (1))

Person/Institution/Agency	Amount of loan advanced	Rate of interest	No. and date of orders authorising the loan/advances	Balance from last year	Amount advanced this year	Total	Repayment of principal				Payment of interest				Balance of interest unpaid
							Instalments of repayment during the year & arrears of instalments due relating to earlier years, if any (figures to be shown year-wise)	Amount of principal repaid during the year	Amount of principal repaid in re-payments of principal (Col.9) (figures to be shown year-wise)	Balance of loans/advances at the close of the year (Col.7 & Col.9)	Amount of interest due for the year under review	Amount of interest received and credited to revenue during the year			
Urban Development Corporation (MCD)	Rs. 36.50 lakhs	11%	K-14011/32/85-NCR PE dt. 19.11.87	Rs. 75.00 lakhs	Rs. 36.50 lakhs	Rs. 111.50 lakhs	-	-	-	Rs. 111.50 lakhs	7,21,130/- lakhs	Rs. 7,21,130/-		Nil	
Govt. of NCT of Delhi (MCD)	Rs. 225.00 lakhs	3.75%	K-14011/7/82-NCR PE dt. 19.11.86	Rs. 175.00 lakhs	Rs. 225.00 lakhs	Rs. 400.00 lakhs	-	-	-	Rs. 400.00 lakhs	Rs. 14,13,123/-	Rs. 13,56,250/-	Rs. 61,873/-	The balance interest was received from the State Government during 7/57 & the balance date is Nil.	
Housing Urban Development Corporation (MCD)	Rs. 138.50 lakhs	11%	K-14011/3/82-NCR PE dt. 19.11.87	Rs. 125.00 lakhs	Rs. 138.50 lakhs	Rs. 263.50 lakhs	-	-	-	Rs. 263.50 lakhs	Rs. 15,75,771/-	Rs. 15,75,771/-		Nil	

The balance interest was received from the State Government during 7/87 & the balance date is Nil.

Name of person/party receiving the loan/advance	Amount of loan advanced sanctioned	Rate of interest	No. and date of orders authorising last year	Balance from last year	Amount advanced this year	Total	Repayment of principal	Payment of interest
							Instalments of repayment during	

AGENDA ITEM NO. 8DRAFT REGIONAL PLAN - CONSIDERATION OF OBJECTIONS/  
SUGGESTIONS ALONG WITH COMMENTS AND  
RECOMMENDATIONS OF THE PLANNING COMMITTEE

1. The National Capital Region Planning Board in its meeting held on the 21st July, 1987 approved the Draft Regional Plan (DRP) prepared under Section 10 of National Capital Region Planning Board Act, 1985, for publication for inviting objections/suggestions. A notice in regard to the Draft Regional Plan was published in daily newspapers in all the three participating States and Delhi UT of the National Capital Region on August 14, 1987. A copy of the Draft Regional Plan was also sent to all the Local Authorities within the National Capital Region enabling them to make any representation with regard to the Draft Regional Plan. The objections/suggestions were initially received for a period of 30 days. However, several requests were received for extending the date for submission of objections/suggestions. The last date of receipt of objections/suggestions was accordingly extended to October 31, 1987.

2. Till October 31, 1987, 33 objections/suggestions were received. In addition, four more objections/suggestions were received thereafter, out of which one was from a Central Ministry, two from State Governments and another one from a voluntary organisation, thus, totalling in all to 37. The Planning Committee in its meetings



held on the 19th November, 1987 and the 16th December, 1987 considered all the objections/and made recommendations suggestions/ which are annexed for consideration by the Board. The objections received on the Draft Regional Plan will be placed in the meeting for reference.

3. While considering the objections/suggestions on the Draft Regional Plan, the Planning Committee decided to recommend modifications in respect of the following proposals contained in the DRP :

- i) Population Assignment for Rajasthan Sub-region.
- ii) Inclusion of a Section on Rural Development and a Chapter on Shelter in the Final Regional Plan.
- iii) Policy on Small Scale Industries in Delhi UI.
- (iv) Provision of Regional bypass connecting Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat.
- v) Provision of Green Buffer along Highways/Expressways.

Brief notes indicating the views of the Planning Committee in respect of the above proposed modifications are placed for consideration and approval of the Board.

(i) Population Assignment for Rajasthan Sub-region

The Draft Regional Plan had assigned a population of 14 lakhs in 2001 AD for the Rajasthan Sub-region with 5 lakh urban and 9 lakhs rural against 10.64 lakhs of total population in 1981 with 1.74 lakhs urban and 8.90 lakhs rural.

The Rajasthan Govt. has pointed out that the assignment of 5 lakhs as urban and 9 lakhs as rural would not be justified in the context of assignment of 5 lakhs urban population to Alwar town and 1.15 lakhs to Bhiwadi. In addition, there are two towns already existing and a few more are likely to be added by 2001 AD and as such the urban proportion should be higher than the 36% as envisaged in the DRP.

The Planning Committee in its 12th meeting held on 16th December, 1987, deliberated on this aspect and decided that in the light of enhanced urban population assignments made to Alwar and Bhiwadi, the assignment of urban population may be increased to 7 lakhs of the total population of 14 lakhs, i.e., an urban component of 50% by 2001 AD.

The Board may kindly consider approving this modification for inclusion in the Final Regional Plan.

(ii) Inclusion of a Section on Rural Development and a Chapter on Shelter in the Final Regional Plan

The Draft Regional Plan contained a chapter on 'Settlement System 1981-2001', which primarily dealt the urban settlement pattern of the region with special emphasis on identification of Regional Centres in NCR.

The Planning Committee in its 11th meeting held on the 19th November, 1987, suggested that even though rural development is to be dealt in detail in the Sub-regional Plans, there should be a section on rural development in the chapter on Settlement System providing strategies for rural development in the NCR. The members also suggested that there should be a separate chapter on 'Shelter' in the Final Regional Plan, which would focus on the shelter requirements of the Region.

The Board may kindly consider approving the proposed addition of a section on Rural Development in the chapter on Settlement System and a new chapter on 'Shelter' in the Final Regional Plan.

(iii) Policy on Small Scale Industries in Delhi UT

With the policy of strict control on growth of industries within the Union Territory of Delhi, the Draft Regional Plan proposed that while continuing the present policy of not promoting location of medium and large scale industries within Delhi, location of even small scale industries is to be restricted to those which employ 20 or less persons and, are required either for providing or servicing the consumer needs of Delhi's population.

However, the Delhi Development Authority has suggested that it may not be possible to restrict the number of persons to 20 or less per unit in a few selected small scale industries.

Considering the suggestion made by D.D.A., the Planning Committee in its 12th meeting, held on 16th December, 1987 felt that it might be necessary to relax the criterion of number of persons in selected cases of small scale industries allowing up to 50 persons for certain specific small scale industries which need to be identified and listed out in the Delhi Master Plan by the D.D.A.

The Board may kindly consider the above suggestion for approval.

(iv) Provision of Regional bypass connecting Meerut - Hapur - Bulandshahr - Khurja - Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat

The Draft Regional Plan for NCR had recommended an outer regional railway bypass of 208 km additional length to be developed beyond 2001 AD, in a longer perspective with alignment of Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat by utilising existing sections of Meerut-Hapur-Bulandshahr-Khurja and Rohtak-Panipat. This is based on a transport study for the NCR which concluded that there was no adequate justification in terms of intra regional traffic requirements within NCR for developing this additional length atleast upto 2001 AD. However, the study also pointed out that evaluation of this bypass should necessarily take into account the national traffic into consideration as well, rather than only NCR traffic requirements. However, two objections/suggestions from (i) D.D.A., and (ii) Haryana State Government have been received urging taking up this Rail Bypass by 2001 AD itself. The objections point out that the present traffic movement, both goods and passengers, has already reached saturation limits and physical thresholds for any further improvement of facilities in Delhi. In addition,



substantial volume of traffic in the year 2001 AD would primarily depend on Rail and, this new Rail Bypass, if taken up by 2001 AD, could serve the basic purpose of opening up of a vast backward area of the Region for economic development. As such, a decision should be taken about this proposal immediately so that reservation of land for the rail bypass and terminals be provided in the Region by 2001 AD.

Considering these facts, the Planning Committee in its 12th Meeting, held on the 16th December, 1987 agreed to incorporate the provision of this outer ring rail bypass linking Meerut-Hapur-Bulandshahr-Khurja-Palwal-Sohna-Rewari-Jhajjar-Rohtak-Panipat, utilising the existing sections of Meerut-Hapur-Bulandshahr-Khurja and Rohtak-Panipat in the Final Regional Plan.

The Board may kindly consider the above suggestion for approval.

(v) Provision of Green Buffer along Highways

The Draft Regional Plan contains a proposal for provision of green buffer of 300 metres width on both sides of National Highway and Expressways and 200 metres width in the case of State highways to prevent ribbon development along the highways. The matter was considered by the Planning Committee in its meeting held on 16th December, 1987 in the context of objections/suggestions, received on the Draft Plan. The Committee felt that it would be difficult to maintain the green buffer of the width suggested in the Draft Regional Plan unless the same is acquired and frozen. Since it was not intended to acquire the land falling within the green buffer, and it was proposed to maintain the same through regulation and control of landuses, the Planning Committee felt that 100 metres width on either side of right-of-way of the National Highways and proposed Expressways and, 60 metres on either side of the right-of-way of the State Highways would be appropriate and practicable.

The Board may kindly consider the above suggestion for approval.

4. There was a lack of consensus among the members about the following proposals contained in the D.R.P. They have recommended reconsideration of these proposals by the Board. Brief note indicating the proposals to be reconsidered are given below :

(A) Industrial Policy for Delhi Metropolitan Area(DMA)

The Draft Regional Plan 2001 envisages the following policy guidelines for industrial development :

- (a) Strict control within the Union Territory of Delhi : While continuing the present policy of not promoting location of medium and large scale industries within Delhi, location of even small scale industries is to be restricted to those which employ 20 or less persons and, are required either for providing or servicing the consumer needs of Delhi's population. The NCR Planning Board should be represented in the Statutory Licensing Committee for new industries in the UT, so that strict compliance of these policies is ensured.
- (b) Control outside Delhi but within the DMA :  
No large scale or medium scale industries should be permitted to be set up in the DMA. Only small scale units should be permitted.
- (c) Incentives for industries outside the DMA but within the National Capital Region : The towns selected for priority development should have a strong industrial content, and incentives should be given for location of large, medium and small scale industries by developing industrial estates in these towns. In addition to these towns, there should be no restrictions on the growth of industries in the Region except in the areas reserved for conservation.

However, the Government of Haryana has requested for a reconsideration of the policy relating to Delhi Metropolitan Area (DMA). The views of the Government of Haryana on the industrial policy relating to Delhi Metropolitan Area (DMA) towns were presented in the Planning Committee meeting held on 19.11.1987 and they are as follows :-

- i) Delhi UT and Delhi Metropolitan Area (DMA) should not be equated so far as disincentives are concerned for location of industries.
- ii) If the industrial growth is discouraged by not allowing large and medium scale industries in DMA at this stage, the infrastructure already created in DMA towns will not be fully utilised.
- iii) Haryana should be granted 10 years moratorium period to continue its existing policies of locating all types of industries in DMA towns.
- iv) Due to the recommendations of the Baijal Committee, the areas falling in NCR will not qualify for Central Government incentives and thus it would not be possible to boost industrial growth in the rest of the NCR area as suggested in the Draft Regional Plan.

Similar views have been expressed on behalf of the Government of Uttar Pradesh also.

There was considerable discussion by the Committee on the views expressed by the representatives of Haryana and Uttar Pradesh. The representatives of Rajasthan and Delhi Union Territory, however, argued against any change in the policy already included in the Draft Regional Plan. They were of the view that the past policy of unrestricted industrialisation has only helped in increasing congestion in Delhi. Generally, industrial workers and executives have preferred to stay in Delhi, even continued their earlier plants in Delhi and, mostly, created additional units in the DMA towns. They both stated that if this policy was not changed, Delhi would soon develop into a large megalopolis further increasing its problems.

It is a fact that the development of DMA towns was taken up in pursuance of the policies envisaged in the first Master Plan for Delhi approved in 1962, but the accelerated industrial growth has not been accompanied



by the requisite growth of infrastructure, particularly, in the fields of transport, telecommunications, health and educational facilities. The required residential facilities also have not come up in these areas. As a result, rather than decreasing congestion and load on the services in Delhi, the pressure has increased. Modification in the suggested industrial policy in the DMA could be considered in case the State Governments and Central Ministries undertake to remove the large deficiencies in infrastructural development in DMA towns.

\* \* \* \* \*

AGENDA ITEM NO. 9IDENTIFICATION OF COUNTER MAGNET AREAS

1. The NCR Planning Board Act, 1985 empowers the Board to select in consultation with the State Governments concerned, counter-magnet areas outside the NCR having regard to its location, population and potential for growth, which may be developed in order to achieve the objectives of the Regional Plan. Accordingly, a study has been entrusted by the National Capital Region Planning Board to a professional institution, i.e., School of Planning and Architecture, New Delhi, to identify the urban areas to be developed under the counter-magnet concept. The approach and methodology and the list of 36 urban centres initially identified for further analysis were considered and approved by the Board in its Sixth Meeting held on 21st July, 1987 and incorporated in the Draft Regional Plan.

2. The 36 urban centres thus identified were thoroughly analysed in terms of their location, administration and production base and likely growth impulses they would be able to generate in addition to certain factors of special significance such as (i) urban centres of known religious and cultural importance, (ii) urban centres of strategic importance from the point of view of defence, and (iii) ecological sensitivity of urban areas. In addition, these were then evaluated against their location in the migrants contributing zones, location in and in relation to established urban continuum,

their directional disposition in relation to migration corridors, relative primacy with respect to proximate contenders and potentiality in terms of available infrastructure and the likely inducement they would require if selected as potential counter-magnets. Ultimately the Consultants have short-listed 12 centres for final analysis. The centres considered and the reasons for omission of some of them are as follows :

#### UTTAR PRADESH

- |     |               |   |
|-----|---------------|---|
| 1.  | Kanpur        | Already a Metropolitan City.  |
| 2.  | Agra          | Likely to reach Metropolitan Status by 2001                                     |
| 3.  | Allahabad     | Considered  |
| 4.  | Bareilly      | Considered  |
| 5.  | Moradabad     | Considered  |
| 6.  | Aligarh       | Low level of urbanisation and growth  |
| 7.  | Saharanpur    | Considered  |
| 8.  | Dehradun      | Ecologically significant centre   |
| 9.  | Jhansi        | Low level of urbanisation and growth location on the axis of a bigger centre    |
| 10. | Shahjahanpur  | Low level of urbanisation and growth and location in relation to bigger centre  |
| 11. | Rampur        | Low level of urbanisation and growth and locational proximity to bigger centre  |
| 12. | Ferozabad     | Unfavourable environmental conditions   |
| 13. | Muzaffarnagar | Forming part of an urban continuum  |
| 14. | Mathura       | Religious and Cultural centre   |
| 15. | Farukkabad    | Low level of urbanisation and growth and lack of viability and nodality         |
| 16. | Haridwar      | Religious and Cultural centre   |
| 17. | Amroha        | Forming part of Bareilly-Moradabad urban continuum                              |
| 18. | Etawah        | Low level of urbanisation and growth and locational proximity to bigger centre  |
| 19. | Sambhal       | Low level of urbanisation and growth and locational proximity to bigger centre. |



**HARYANA**

- |     |             |   |
|-----|-------------|---|
| 20. | Ambala      | Considered  |
| 21. | Yamunanagar | Forms part of Karnal-Ambala urban continuum                                     |
| 22. | Illssar     | Considered  |
| 23. | Karnal      | Considered  |
| 24. | Bhiwani     | Low level of urbanisation and growth and locational proximity to bigger centre. |

**RAJASTHAN**

- |     |            |  |
|-----|------------|--|
| 25. | Jaipur     | Already a Metropolitan City  |
| 26. | Ajmer      | Religious and Cultural centre  |
| 27. | Kota       | Considred  |
| 28. | Bikaner    | Low level of urbanisation and growth   |
| 29. | Ganganagar | Close to International border  |
| 30. | Bharatpur  | Ecologically significant centre  |
| 31. | Sikar      | Considered as a possible alternative inspite of low level of urbanisation and growth |

**PUNJAB**

- |     |            |   |
|-----|------------|---|
| 32. | Ludhiana   | Likely to reach Metropolitan status by 2001   |
| 33. | Jallandhar | Integral part of emerging continuum   |
| 34. | Patiala    | Considered  |
| 35. | Bhatinda   | Considered as an alternative inspite of forming part of Patiala-Hissar urban continuum. |

**MADIYA PRADESH**

- |     |         |             |
|-----|---------|-------------|
| 36. | Gwalior | Considered. |
|-----|---------|-------------|

3. The 12 urban centres identified for final analysis are :-

- |                |               |
|----------------|---------------|
| (1) Bareilly   | (7) Hissar    |
| (2) Moradabad  | (8) Patiala   |
| (3) Saharanpur | (9) Bhatinda  |
| (4) Allahabad  | (10) Kota     |
| (5) Ambala     | (11) Sikar    |
| (6) Karnal     | (12) Gwalior. |

4. The Planning Committee while deliberating on the above selection in its 11th and 12th meetings,

felt and agreed that in case of Rajasthan State, Ajmer instead of Sikar and in the case of Punjab State, Ludhiana instead of Bhatinda should be considered for their suitability in the final analysis.

5. The role of the NCR Planning Board in assisting the concerned State Governments in developing the counter magnet areas will be confined to :-

- i) preparation of policy guidelines for development of counter-magnets,
- ii) technical assistance to the State Governments/implementing agencies for the preparation of integrated projects for the development of economic activities, infrastructure and provision/upgradation of community facilities.
- iii) financial assistance in Central Sector schemes relating to transport and telecommunications which may help in equipping the counter-magnet areas in performing their assigned role,

The Board may kindly consider approving the list of 12 towns namely Bareilly, Moradabad, Saharanpur, Allahabad, Ambala, Karnal, Hisar, Patiala, Ludhiana, Kota, Ajmer and Gwalior identified for analysis from amongst which the final selection would be made in consultation with the concerned State Governments. The Board may also approve the policy indicated in para 5, suggesting the role of the NCR Planning Board in the development of Counter-magnet areas. The final plan document is likely to be available by middle of this year and the final list of towns to be identified would then be available for consideration and approval by the Board.

MINUTES OF THE 10TH MEETING OF THE PLANNING  
COMMITTEE OF THE NCR PLANNING BOARD HELD AT  
11 AM ON 7TH JULY, 1987 IN THE OFFICE OF THE  
NCR PLANNING BOARD, NEW DELHI.

37  
Annexure

The following members were present:

Members of the Planning Committee:

1. Shri K.K. Bhatnagar, Member-Secretary, NCR Planning Board - Chairman.
2. Shri R.S. Malik, Special Secretary, Town & Country Planning, Government of Haryana.
3. Shri P.B. Mathur, Commissioner & Secretary (Urban Development), Government of Rajasthan.
4. Shri N.C. Vasishtha, Director, Town & Country Planning, Government of Haryana.
5. Shri H.S. Mathur, Chief Town Planner, Government of Rajasthan.
6. Shri N.S. Johri, Chief Town & Country Planner, Government of Uttar Pradesh.
7. Shri D.P. Gupta, Chief Engineer (Planning), Ministry of Surface Transport, New Delhi.
8. Shri Om Kumar, Vice Chairman, Delhi Development Authority.
9. Shri B.N. Singh, Chief Regional Planner, NCR Planning Board - Member Convenor.

Other participants

1. Shri P.K. Sinha, Deputy Secretary, Deptt. of Power, Government of India.
2. Dr. H.D. Goyal, Deputy Adviser (HUD), Planning Commission,
3. Shri K.T. Gurumukhi, Town & Country Planner, Town and Country Planning Organisation, New Delhi.
4. Shri J.C. Gambhir, Director (PPW), Delhi Development Authority.
5. Shri Satya Swarup, Asstt. Director General(TP.V), Telecom Directorate, New Delhi.
6. Shri V.P. Maheswari, Regional Chief, HUDCO, New Delhi.
7. Shri Shankar Aggarwal, Jt. Secretary, Housing & Urban Development, Uttar Pradesh.
8. Shri J.C. Chopra, Chief Town Planner, Haryana.
9. Shri R.C. Aggarwal, District Town Planner, Karnal.
10. Shri Prakash Narain, Deputy Director(PPW), D.D.A.

Officers of the Board

1. Shri S. Arunachalam, Sr. Planning Engineer.
2. Shri R.P. Rastogi, Associate Planner.
3. Shri V.K. Thakore, Sr. Research Officer.
4. Shri Pran Nath, Deputy Director.
5. Shri K.L. Sachar, Finance & Accounts Officer.
6. Shri P. Jayapal, Asstt. Town & Country Planner.
7. Shri J.N. Burman, Asstt. Town & Country Planner.
8. Shri Madhu Babu, Asstt. Town & Country Planner.

The meeting was preceded by an Audio-Visual Presentation of the Interim Development Plan of the NCR.

The Chairman welcomed the new members, namely, Special Secretary, Housing & Urban Development and Director, Town & Country Planning, Haryana to the Meeting.

AGENDA ITEM NO.1

CONFIRMATION OF THE MINUTES OF THE LAST MEETING  
OF THE PLANNING COMMITTEE HELD ON 8.6.1987

The minutes of the meeting held on 8.6.1987 were confirmed.

AGENDA ITEM NO.2

REVIEW OF THE ACTION TAKEN ON THE AGENDA ITEMS  
OF THE 9TH MEETING OF THE PLANNING COMMITTEE

(v) Referring to the proposals for power development, Shri P.K. Sinha, Deputy Secretary, Department of Power, Government of India, stated that the proposal for setting up a NCR Electricity Authority for NCR suggested by the NCR Planning Board is under examination by his Department. However, he suggested that the Authority may not be named as NCR Electricity Authority but instead as NCR Electricity Agency.

(vi) The Chairman drew the attention of the members that in view of no definite consensus having been arrived at the proposed management structure for the NCR in the last meeting, the views of the State Governments, if now available, could be reported in the meeting by the representatives of the State Governments. Shri R.S. Malik, Special Secretary, Haryana said that the views of the Haryana Government would be sent later. However, he felt that in view of the existence of Haryana Urban Development Authority, Town & Country Planning Department and Panchayats, there may be a problem for creation of a separate Sub-region Area Development Authority. The representative of the Uttar Pradesh Government said that creation of a Planning Cell at the State Government level is being vigorously pursued. He further stated that another authority for the entire Sub-region may not be created



in Uttar Pradesh in view of development authorities existing in Meerut, Ghaziabad and Noida and also in view of the proposal to create development authorities for Bulandshahr-Khurja Complex. On a query from Member-Secretary as to how the development of the rural areas will be ensured in the absence of an unified agency at the sub-regional level; Shri Shankar Aggarwal, Joint Secretary stated that comments on this aspect would be made available to the Planning Committee by the State Government as soon as possible. Shri P.B. Mathur, Secretary, Housing & Urban Development, Rajasthan agreed with the proposal of the creation of a Sub-regional Area Development Authority for the Rajasthan Sub-region. Summing up the discussion, the Chairman stated that the Draft Regional Plan would contain the proposals as approved by the Board in its meeting held on 17th February, 1987 and the State Governments can give their suggestions when the Draft Regional Plan would be published for inviting objections/suggestions.

#### AGENDA ITEM NO.3

##### POLICIES FOR DEVELOPMENT OF ECONOMIC ACTIVITIES - THE ROLE OF INFORMAL SECTOR

Reacting on the findings of the Study, Shri P.B.Mathur Secretary, Housing and Urban Development said that the recommendations made in the Study did not contain the definition of the informal sector and also the study does not establish the growth of informal sector as linked with the formal sector activities. Shri Om Kumar, Vice Chairman, Delhi Development Authority felt that the major focus of the Study should concern itself in identifying the percentage of migrants who are involved in various informal sector economic activities. There was a need for quantification of the migrants who get absorbed in various economic activities both formal and informal and the extent which remain without job. Such a quantification will lead to policy options for absorption of migrants in various economic activities. The Chairman said that efforts would be made to finalise this report in the light of the observations made by the members.

AGENDA ITEM NO.4POLICIES FOR DEVELOPMENT OF ECONOMIC ACTIVITIES  
IN THE NATIONAL CAPITAL REGION

Shri N.C. Vasishtha, Director, Town & Country Planning, Haryana referred to the policies approved in the Interim Development Plan and that proposed to be incorporated in the Draft Regional Plan specifically to industries. He said that in the DMA towns, large and medium scale industries should also be allowed since DMA towns in Haryana have still not been saturated. He suggested that the embargo on medium and large scale industries should be deferred for a period of 10 years in DMA towns. He also stated that similar policies relating to Government Offices be applied to DMA towns. Shri R.S. Malik, Special Secretary, Urban Development, Haryana stated that the DMA towns deserved location of large and medium scale industries and the embargo proposed for location of such industries in DMA towns was not justified. He also referred to the problems of availability of power in Haryana. He said that power was available only for 6 hours in Haryana while Delhi enjoyed uninterrupted supply and therefore, the dispersal of economic activities from Delhi, particularly industries would not be possible unless availability of uninterrupted power supply is ensured in the constituent areas of the NCR. Shri Om Kumar, Vice Chairman, DDA said that with a view to curbing the growth of Delhi, the policy of strict control regarding location of industries need to be adopted not only within the Delhi UT, where only small scale industries employing 20 or less persons are being permitted but also in DMA towns equally. Member-Secretary referred to the policies relating to economic activities in the Interim Development Plan for NCR as approved by the Board. He stated that the policies of economic activities as approved by the Board are being incorporated in the Draft Regional Plan. In case Haryana wishes to raise this issue, that could certainly be done at the meeting of the NCR Planning Board.

.../-

With regard to trade and commerce, it was decided to remove the words "and develop" in the last line of the recommendations under 'disincentives within Delhi'.

AGENDA ITEM NO.5

FISCAL MEASURES TO BE INCORPORATED IN THE  
DRAFT NATIONAL CAPITAL REGION PLAN

Member-Secretary informed the members that an expert study was commissioned by the Board through the auspices of the National Institute of Public Finance Policy (NIPFP) whose report has now been received. The annexure enclosed with the Agenda item gives comparative statement of the policies approved in the IDP and the policies as proposed in the study by the Institute. The Planning Committee in their meeting held on 7th July, 1987 had reiterated the broad policies as indicated in the IDP that uniformity of tax structure was absolutely necessary to remove certain anomalies in the tax structure of trade and industry in the Region.

Shri Malik of Haryana stated that as already mentioned by him, it would be difficult to curb the growth of Delhi in view of better power supply situation in Delhi and also concessional taxation structure as compared to other constituent areas of the NCR. It was generally felt that the tax structure for the entire region need to be rationalised.

After discussions on the policies suggested by NIPFP, the Committee felt that to work out the exact mechanism for rationalisation of tax structure and existing anomalies in trade and commerce, a Committee of the Finance Secretaries of the three participating States and Delhi UT and the representatives from the Ministry of Finance, Home Affairs and Planning Commission under the Chairmanship of Union Secretary for Urban Development may be constituted. This committee would take into consideration all the relevant factors and make suitable recommendations for the approval of the Board.

.../-

AGENDA ITEM NO.6SETTLEMENT SYSTEM 2001

The Member-Secretary stated that a study was entrusted to Physical Research Laboratory, Ahmedabad to suggest a suitable settlement system for NCR based on computer aided model. He also referred to the CBRI, Roorkee's studies commissioned to evolve a suitable urban development model for the region. Shri B.N. Singh explained the findings of the study and stated that the proposals contained in the IDP more or less conforms to the findings of the Physical Research Laboratory. Shri Singh also explained the various alternative models developed by CBRI to suggest a suitable pattern of settlement system which would be efficient, objective and cost effective. He explained that the 8 towns/complexes identified as regional centres in the IDP conform to the findings of both the studies and are accordingly proposed to be incorporated in the Draft Regional Plan. Special Secretary, Haryana stated that according to the study, Sonapat falls within the first higher order of settlement and as such this should be included in the list of priority. Shri Singh<sup>while</sup> explaining the rationale for not including Sonapat, Modinagar, Shikaripur and Mawana which fall in the first order of settlement of the Study said that in each of the transport corridors, only one town has been identified for inclusion in the first order settlements on consideration of selectivity, whereas the other towns in view of their close proximity to Delhi have been deliberately omitted. However, Shri Singh explained that these towns would be developed as second order Sub-regional centres. Special Secretary, Haryana agreed with the findings of the report.

AGENDA ITEM NO.7POLICIES AND PROPOSALS FOR PROVISION  
OF WATER SUPPLY AND SANITATION FACILITIES

The Chairman explained the recommendations, policies and proposals for provision of water supply and sanitation both for urban and rural areas in the NCR. The recommendations were approved by the Committee to be incorporated in the Draft Regional Plan.



AGENDA ITEM NO.8STRATEGY FOR DEVELOPMENT OF EDUCATION AND  
HEALTH FACILITIES IN THE NATIONAL CAPITAL REGION

The norms and standards for education and health facilities included with the Agenda item were considered and approved by the Committee. The Member-Secretary, however, informed the members that the State Governments who normally give concessions in the shape of developed land at nominal prices to educational institutions could extend such concessions to a large number of institutions who have applied for such facility in Delhi. If details on concessions as approved by the State Governments are made available to the Board, the matter could be taken up with the Delhi Administration for locating such institutions in various Sub-regions. The members also suggested that effort could be made for setting up Navodaya-vidyalayas in the various towns by the NCR.

AGENDA ITEM NO.9TRAFFIC AND TRANSPORT PLAN FOR NCR

The Chairman stated that M/s. Operations Research Group had been entrusted with the study who have conducted the various types of surveys in the NCR. On the basis of surveys and data, an analysis has been done regarding traffic generation and attraction characteristics of the area. Based on the data, future passenger and goods flow have been projected and calibrations made using suitable models in the development of alternative network under 2 scenarios. The Consultants have made available an interim report. He further stated that their final recommendations may not be much different than what has been circulated in the meeting today. The Chairman requested the representative of the ORG to explain the salient features of the transport proposals. Shri Ramchand of ORG presented the main findings of the study. Shri J.C. Chopra, Chief Town Planner, Haryana, reacting on the proposals of the Consultants stated that the proposal of an outer goods avoiding rail line had been there since

1973 Plan and should not be dispensed with. He further added that this line was conceived on the hope that it will lead and open up vast areas for development and as such it should not be evaluated in terms of economic viability. Shri. Prakash Narain, DDA also stated that the present Delhi avoiding line runs right through the city and it should be exclusively reserved for intra-urban passenger movement and as such the outer rail grid should be developed by 2001. Member-Secretary reacting to the suggestions made clarified that the projections made by the Consultants indicate that with improvement of the terminals and augmentation of capacity of the existing rail network and increasing the number of coaches of passenger trains, the increased goods and passenger traffic could be easily handled without such a lengthy new line. Shri Shankar Aggarwal, Joint Secretary, U.P. stated that in addition to the four terminals, Ghaziabad could also be made another terminal. Shri P.B. Mathur, Secretary, Rajasthan stated that Rewari - Dharuhera need to be connected by rail. After discussions at length, it was felt that the interim findings of the report may be incorporated in the Draft Regional Plan and the Committee felt that the reports of all the studies and surveys be circulated to the State Governments, who would consider the findings of the Consultants and make their comments available to the NCR Planning Board. These could then be considered along with the final report of the ORG for the final net-work.

#### AGENDA ITEM NO.10

##### STRATEGIES AND PRIORITY AREAS FOR DEVELOPMENT

The proposals contained in the Agenda item were considered and approved.

#### AGENDA ITEM NO.11

##### COUNTER MAGNET AREAS

The paper suggesting the concept and approach to counter magnet areas were considered and approved.

.../-

AGENDA ITEM NO.12

POLICIES AND PROPOSALS ON ENVIRONMENT AND ECOLOGY

The paper circulated on the above aspect was considered and approved.

the meeting ended with a vote of thanks to the Chair.


\*\*\*\*\*

NO. K-14011/2/87-NCRPB  
NATIONAL CAPITAL REGION PLANNING BOARD  
7th Floor, B -Wing, IOC Bhawan,  
Janpath, New Delhi -110001

....

Dated, the 16th July, 1987.

Copy forwarded to all Members of the Planning Committee  
and all the participants in the meeting for appropriate  
action.

  
( B. Nar Singh )  
Chief Regional Planner  
&  
Member - Convenor

46

✓

MINUTES OF THE 11TH MEETING OF THE PLANNING  
COMMITTEE OF THE NCR PLANNING BOARD HELD AT  
11 A.M. ON THE 19TH NOV., 1987 IN THE OFFICE  
OF N.C.R. PLANNING BOARD, NEW DELHI.

The following members were present :

Members of Planning Committee :

1. Shri K.K. Bhatnagar, Member Secretary, NCR Planning Board - Chairman.
2. Shri R.L. Pardeep, Jt. Secretary (UD), Ministry of Urban Development.
3. Shri Om Kumar, Vice Chairman, Delhi Development Authority.
4. Shri S.M. Mittal, Executive Director (MTP), Railway Board.
5. Shri D.P. Gupta, Chief Engineer (Planning), Ministry of Surface Transport.
6. Shri P.B. Mathur, Commissioner & Secretary, Urban Development, Housing and LSG Deptt., Government of Rajasthan.
7. Shri Prasanna Kumar, Director, Town & Country Planning Department, Government of Haryana.
8. Shri J.P. Bhargava, Chief Town and Country Planner, Government of Uttar Pradesh.
9. Shri C.S. Mehta, Chief Town Planner, Government of Rajasthan.
10. Shri B.N. Singh, Chief Regional Planner, NCR Planning Board - Member Convenor.

Other Participants :

1. Shri Shankar Aggarwal, Jt. Secretary, Housing & Urban Development, Government of Uttar Pradesh.
2. Shri S. Shiva Kumar, Scientist S.E., Ministry of Environment and Forest.
3. Dr. H.D. Goyal, Deputy Adviser (HUD), Planning Commission.
4. Shri R.K. Gupta, Director (Telecom. Planning), Telecom Board, Ministry of Communication.
5. Shri B.D. Gulati, Chief Coordinator Planner - NCR, Government of Haryana.
6. Shri G. Kumar, Jt. Director (MTP), Railway Board.
7. Shri Ashok Singhvi, Project Director - NCR & Secretary, Urban Improvement Trust, Alwar.
8. Shri V. Mehrotra, Director (Industries), Government of Haryana.
9. Shri J.C. Gambhir, Director (Planning), Delhi Development Authority.
10. Shri D.K. Khanna, Deputy Director, Land and Building Department, Delhi Administration.



11. Shri K.T. Gurmukhi, Town and Country Planner, TCPO, Ministry of Urban Development.
12. Shri Prakash Narayan, Jt. Director (PPW), Delhi Development Authority.
13. Shri H.K. Sharma, Senior Planner, Town and Country Planning Department, Government of Uttar Pradesh.

Officers of the Board :

1. Shri S. Arunachalam, Senior Planning Engineer.
2. Shri R.P. Rastogi, Regional Planner,
3. Shri S.B. Verma, Associate Planner.
4. Shri V.K. Thakore, Senior Research Officer.
5. Shri Pran Nath, Deputy Director (Adm.).
6. Shri K.L. Sachar, Finance & Accounts Officer.
7. Shri J.N. Barman, Assistant Town Planner.
8. Shri P. Jayapal, Assistant Town Planner.
9. Shri Madhu Babu, Assistant Town Planner.
10. Shri Manmohan Singh, Research Officer.

AGENDA ITEM NO. 1

CONFIRMATION OF THE MINUTES OF THE LAST MEETING  
OF THE PLANNING COMMITTEE HELD ON 7.7.87.

The Committee considered the amendments in the minutes on item No. 2(V) - review of the action taken on the Agenda item of the 9th meeting of Planning Committee. It was felt that the minutes reflected the discussions that took place in the 9th meeting on this Agenda item and no amendments were felt necessary.

Shri P.B. Mathur, Secretary Rajasthan stated that in addition to the rail link from Rewari to Dharuhera and Bhiwadi, he had also suggested the following :

- i) Conversion of Metre Gauge to Broad Gauge from Delhi to Alwar.
- ii) Upgradation of NH-8 upto Behror to M I standard.
- iii) Additional road of M II level from Rewari to Alwar via Harsauli and Khairthal parallel to existing railway line.

It was decided to incorporate the above suggestions in the minutes of the last meeting held on 7th July, 1987. The minutes of the meeting held on 7.7.1987 were thereafter confirmed.

48

AGENDA ITEM NO. 2

REVIEW OF THE ACTION TAKEN ON THE AGENDA ITEMS  
OF THE 10TH MEETING OF THE PLANNING COMMITTEE.

1. Agenda Item No. 2(V)

Consideration of the letter No. 21/6/85 - DA(P) dated the 1.9.1987 received from the Department of Power, Ministry of Energy regarding creation of NCR Electricity Authority and allocation of additional power to NCR. The Committee discussed the communication of the Ministry of Energy regarding non-feasibility of the creation of a separate Electricity Authority for the NCR and also difficulties in allocation of additional power to NCR.

Shri P.B. Mathur, Secretary, Rajasthan felt that a paper should be prepared indicating the need for such an authority clearly spelling out how the proposed authority could help in increasing the power supply to participating States. He stated that this paper should be sent to State Governments for their comments which can then be forwarded to the Department of Power, Ministry of Energy for further consideration. This proposal was accepted.

2. Agenda Item No. 2(G)

Management Structure of NCR

Member Secretary stated that except Haryana, response from other states was still awaited. He agreed with the contention of Haryana Government that Haryana Urban Development Authority was an appropriate agency for this purpose. Shri Mathur stated that their state accepts the stipulation in the D.R.P. for creation of a separate authority and informed that suitable legal provisions would be made in their proposed Town and Country Planning Act. Pending that, it was proposed to delegate enough powers to the U.I.T., Alwar to play the required role. Shri J.P. Bhargava felt there was no need for creation of any other authority in addition to the existing four development authorities in the U.P. Sub-region. Shri Shankar Aggarwal stated that a Steering Committee has already been set up under the Chairmanship of Chief Secretary while another Committee at the Sub-regional level under the Chairmanship of Commissioner Meerut Division is contemplated. Member Secretary clarified that the regional planning and development encompasses both urban and rural areas and there was a need for an unified organisation to integrate and coordinate the development of urban and rural areas. It was decided that this matter may be pursued further with the State Government after information was received about the functions proposed to be allotted to the Committee at the Divisional level.

AGENDA ITEM NO. 3

LOCATION OF THE OFFICE OF THE NCR  
PLANNING BOARD OUTSIDE DELHI.

Shri P.B. Mathur, Secretary, Urban Development, Government of Rajasthan stressed that for effective coordination between the Ministry of Urban Development, various Central Ministries, Delhi Administration, Delhi Development Authority and also the participating State Governments and for their frequent meetings, the ideal location for the NCR Planning Board's office was Delhi. He stated that the location of the office which has 30 to 40 staff strength, outside Delhi would not, in any case, have any impact in reducing the congestion in Delhi.

Shri Om Kumar, Vice-Chairman, DDA was also of the opinion that the NCR Planning Board's office should continue in Delhi because DDA, Delhi Administration and NCR Planning Board would have to work together to achieve the NCR objectives, requiring close and frequent interactions.

Shri Prasanna Kumar, Director, Town Planning, Government of Haryana, stressed that the NCR Planning Board's office should continue in Delhi which is centrally located and is connected by all modes of transport. This view was generally endorsed by other members also. At the same time, representatives of the participating states assured all cooperation in making land and other facilities available in their respective states, if it was decided to locate the office outside Delhi.

AGENDA ITEM NO. 4

PREPARATION OF SUB-REGIONAL PLAN.

The time-frame for the preparation of the Sub-regional Plan to be completed by August, 1988, was agreed to both by Haryana and Rajasthan while the Chief Town Planner, Uttar Pradesh suggested that it should be extended by another three months ending mid November, 1988. Regarding the creation of the Planning Cells in the Sub-regional areas of the NCR States, it was suggested that the staffing pattern, depending upon the work-load, vis-a-vis the size of the sub-region, should be prepared by the NCR Planning Board and circulated to the concerned State Governments for further necessary action.

AGENDA ITEM NO. 5

TRANSPORT SECTOR PLAN FOR NCR  
AND M.R.T.S. FOR DELHI.

A brief presentation of the transport sector plan for NCR through the computer graphics was made highlighting the main



recommendations emerging out of the transport studies for NCR by the Operations Research Group (ORG) vis-a-vis the proposals made on the basis of the preliminary studies and findings by the ORG in the Draft Regional Plan NCR - 2001. The Vice-Chairman, Delhi Development Authority reacting on the proposals, particularly on road network in the regional context, was of the view that the radials in the form of express-ways and the National Highways, with the improvements and additions will serve to bring more and more people to Delhi instead of syphoning of excess population of Delhi to outside areas. Emphasising the importance of the railway bypass, the Vice-Chairman added that if the bypass was to come after 2001, enough damage in the form of over-congestion, traffic chaos in the city would have been done by then. He reiterated that the railway bypass as contemplated in the NCR Plan-1973 and also in the Interim Development Plan, 1986 would be a best solution to decongest the over growing city core. It was agreed, at the instance of the Member Secretary that a write up explaining the need and importance of the said railway bypass to Delhi in the immediate future should be made available by the Delhi Development Authority to the Board for further consideration.

Shri Bhargava was of the view that in view of the fast development taking place and the likely traffic generation that would follow in the course of time, the Delhi-NOIDA-Surajpur-Dadri road should be strengthened to improve it to National Highway standards. The Member Secretary felt that this being a sub-regional link should be considered in the Sub-regional Plan.

Shri Prasanna Kumar observed that the transport network of NCR consisted basically of the road network, and in fact, preference should be accorded to railway lines which would serve better with more passenger capacity. He suggested the Faridabad-Gurgaon road to be of National Highway Standard.

Shri Gupta, Ministry of Surface Transport, suggested that in addition to the proposals made in the Draft Regional Plan, Palwal-Khurja and Ballabgarh-Bulandshahr links should be included to facilitate smooth flow of traffic in the outer and inner grids and this should form part of the regional road network. Shri Gupta also expressed reservation on the number of lanes and PCUs ratio suggested by ORG.

The Member Secretary, drawing the attention of the Members to the proposed MRTS, felt that this should be extended for a few kilometres away from Vivek Vihar towards Ghaziabad which would serve the trans-Hindon urban areas having a very high rate of daily commuter traffic with Delhi. Shri Shankar Aggarwal agreeing to the proposal said that the State Government would be willing to examine the funding on similar lines. Some of the Members were of the view that both planning and operation of transport should be undertaken by the proposed UMTA for effective coordination and successful implementation of the programmes. Other members felt that, as the experience showed, the operation should be by a separate body which could be a wing of the UMTA.



Regarding the railway network, Shri Mittal highlighting its importance in terms of economy with higher freight and passenger capacity, preferred additional dedicated lines in the regional context connecting Delhi to regional towns and beyond. Except for the high capital cost, railway, as a mode of traffic, is superior in terms of energy saving, space requirement and noise level. He reiterated the view that the terminal proposed at Safdarjung and Patel Nagar would not suit for want of adequate land besides its adding to the congestion already being faced in these areas. Shri Gambhir suggested that Papan Kalan, a new township of 11 lakhs population, South West of Delhi would be more suitable for the new terminal and also for new railway station which would adequately serve the West and South-West areas of Delhi. On the suggestion for an additional line in the regional railway network made by Shri Mittal, Shri Gambhir was of the view that it would add and aggravate increasing congestion of Delhi which was sought to be deflected and avoided through Plan efforts by the DDA and the NCR Planning Board. He added that the sub-urban areas could be served by an additional line, if required, but the regional rail network with the additional lines should terminate at the periphery of Delhi from where they could be diverted to other directions. Shri Mittal explained that nearly 80% of the passenger and freight traffic through long distance trains were meant for Delhi and, therefore, it would be essential to take the long distance regional rail traffic through Delhi. He also added that the funds for the sub-urban movement for their improvements and additions should be outside the railway plan allocations. The Delhi Master Plan suggested 4 terminals at the periphery which would serve to deflect the traffic meant for outside areas which would ease the congestion of Delhi to a great extent. The Vice-Chairman, Delhi Development Authority, emphasised consideration of these terminals in the transport network of the National Capital Region which was agreed to. Shri P.B. Mathur, Secretary, Rajasthan reiterated for inclusion in the report his earlier suggestions in regard to :

- i) conversion of the stretch between Delhi and Alwar from Metre gauge to Broad gauge;
- ii) upgradation of National Highway 8 upto Behror from Delhi to M-1 standard, i.e., with 100 metres right of way;
- iii) provision of additional road of National Highway standard from Rewari to Alwar via Harsoli and Khairtal parallel to the existing railway line.

The Member Secretary mentioned that this would be looked into before finalising the report.

#### AGENDA ITEM NO. 6

#### STUDY OF COUNTER MAGNET AREAS

The Member Secretary informed the Committee that the study on identification of counter magnets for Delhi had entered its second stage. In the course of the study, on the basis

52

of the methodology and criteria adopted, the consultants had short-listed the number of towns from 36 to 12 for further intensive analysis and verification. Shri Bhargava, however, expressed his reservation on the exclusion of Aligarh in the final list. Views were also expressed about some other towns in the list such as Bhatinda, Patiala, Allahabad. An official communication from Rajasthan suggesting inclusion of Jaipur, Bharatpur, Ajmer was also mentioned by the Member Secretary. The Vice-Chairman, Delhi Development Authority suggested a much higher proportion of towns to be identified looking to U.P.'s large contribution to the migrant population. Shri B.N. Singh explaining the process of identification of the counter-magnets said that the towns which on their own were likely to become metropolis in the near future, existing metropolises and State Capitals were not considered for development as counter magnets, as they would otherwise also act as such without extra development inputs. However, on the suggestion of the members for a meeting of the Chief Town Planners of the NCR States with the Consultants to discuss the methodology followed and the criteria adopted, the Member Secretary agreed to hold a meeting with the Consultants and the Chief Town Planners.

AGENDA ITEM NO. 7

LOCATION OF THE DISTRIBUTIVE TRADES IN NCR

The Member Secretary drew the attention of the Members to the objections and suggestions made by traders' associations and informed that traders were not totally averse to shifting but would agree to shifting provided adequate incentives for such relocations were made. The associations were by and large agreeable to the proposals made in the Draft Regional Plan and extended their cooperation and assistance in conducting surveys in identifying such establishments which required relocation. In this context, the provision in Delhi Master Plan for earmarking a huge area for relocation of the existing trade establishments in the congested part of Old Delhi was observed to counter the objectives of the Delhi Master Plan as well as the NCR Plan in the sense that it would further add to the economic activities with the creation of much employment opportunities and thus congestion to Delhi. It was suggested that the provision in the Master Plan should be relooked into and modified to effectively meet the objectives of containing Delhi's growth which was the goal of both the Delhi Master Plan as well as NCR Plan.

For carrying out surveys, commodity-wise for the wholesale trades listed in the agenda, one more item of fuel oil (petrochemicals) was suggested for inclusion. Agreeing to the proposal for conducting surveys of the wholesale trades, the Planning Committee emphasised the need for participative and cooperative efforts of the various agencies like State Governments, the Delhi Administration and the Delhi Development Authority and other trade agencies for a meaningful and realistic surveys and findings.

AGENDA ITEM NO. 8

RESOURCE MOBILISATION FOR NCR PLAN

The proposal for the need of an in-depth study on the various aspects of the resource mobilisation for successful implementation of the NCR Plan was appreciated and approved by the Planning Committee.

AGENDA ITEM NO. 9

INTEGRATED PLAN FOR PHYSICAL INFRASTRUCTURE  
FOR DELHI METROPOLITAN AREA

Referring to the proposal, Shri B.N. Singh, Chief Regional Planner, highlighted the importance and need for an integrated and coordinated approach for the provision of infrastructural facilities and services in the Delhi Metropolitan Area towns as they are contiguous for all practical purposes and formed one urban agglomeration. He added that the Plans for drainage, sewerage and flood control have to be worked out for the Delhi Metropolitan Area as a whole having due regard to the pollution of the Yamuna river and the drainage pattern.

The Planning Committee considered the proposal and approved to undertake an in-depth study of these aspects through a professional consultant. The members were requested to make available to the Board, if any studies, on these aspects have already been conducted in their areas.

AGENDA ITEM NO. 10

RELEASE OF FINANCIAL ASSISTANCE DURING  
1987-88 TO THE PARTICIPATING STATE  
GOVERNMENTS/IMPLEMENTING AGENCIES FOR  
EXECUTION OF NCR SCHEMES

The projects sanctioned in the meeting held on 20th April, 1987 and 7th July, 1987 by the Project Sanctioning and Monitoring Group (PSMG), the financial sanction, and the various issues relating to release of funds were brought to the notice of the Planning Committee by the Member Secretary for their information. He said that so far during 1987-88, the Project Sanctioning and Monitoring Group had sanctioned a loan assistance of Rs. 589.70 lakhs to the three NCR participating States. This included the 40th Anniversary of the Independence Commemoration Projects in Rajasthan and Haryana. He also stated that the commemoration project for Uttar Pradesh was to be considered by the Project Sanctioning and Monitoring Group in another meeting of the PSMG. He requested the States to draw the sanctioned amounts immediately.



AGENDA ITEM NO. 11

CONSIDERATION OF OBJECTIONS / SUGGESTIONS  
RECEIVED ON THE DRAFT REGIONAL PLAN 2001-NCR

The Planning Committee considered the objections received on the Draft Regional Plan and generally approved the comments given in the agenda note relating to (i) National Capital Region and Policies for Development, (ii) Demographic Profile, (iii) Settlement System, (iv) Economic Profile (upto page iv/20) with the following additional objections. It was decided that the remaining objections would be considered in the next meeting of the Planning Committee.

(i) National Capital Region and Policies for Development :

On the suggestion made by the Delhi Regional Chapter ITPI, regarding Economic Profile, Director Town & Country Planning Department, suggested that it would be appropriate to identify settlements which would act as rural growth centres and capable of arresting migration flow to Delhi within the region instead of identifying counter-magnet for development outside the National Capital Region. Member Secretary clarified that in the National Capital Region Planning Board Act, 1985, counter-magnets outside NCR have to be identified for development and the same can suitably be incorporated in the NCR Plan. It was also agreed that suitable proposals for development of rural areas should be included in the final plan.

(ii) Demographic Profile :

The comments were approved by the Planning Committee.

(iii) Settlement System :

The comments were approved by the Planning Committee.

(iv) Economic Profile :

The Vice-Chairman, D.D.A., was of the view that while planning for the services, the floating working population should also be considered.

On the issue of incentives and disincentives for different policy zones, Shri Gambhir stated that the disincentives in Delhi are not practicable, because of the various implementation problems. Shri P.B. Mathur felt a mix policy for incentives and disincentives would be necessary for dispersal of economic activities.

Commenting upon the industrial location policy as envisaged in NCR Draft Plan, the Director of Industries, Haryana, was of the view that so far as proposed disincentives are concerned, Delhi Urban Area and Delhi Metropolitan Area should not be treated at par because both areas have vastly different - physical development as well as socio-economic character. He explained that the towns falling in Haryana portion of Delhi Metropolitan Area are independent and self-contained units and the Haryana Government has created excellent industrial infrastructure at considerable cost in these towns. If, therefore, at this stage, large and medium sized units were not allowed to be located there, the



existing infrastructure will not be fully utilised. Moreover, since the National Capital Region Planning Board is basically concerned with the employment generation capacity of a unit, a blanket ban on large and medium sized industries would not be proper because industrial classifications are based on investment limits and not on employment capacity. He added that as per the NCR Plan policies, incentives have to be given for location of all types of industries in NCR area beyond DMA. However, this may not be possible because, as per the recommendations of the Baijal Committee, any area upto 100 kms. around Delhi shall not be eligible for grant of incentives, and, almost the entire area of Haryana portion of the NCR falls within this limit. Therefore, effectively, Haryana will not be able to encourage large and medium sized units in the NCR area due to the Industrial Policy enunciated in the NCR Plan.

The Director continued that a moratorium period of at least 10 years should be granted to Haryana so that it continues to follow the present industrial policies and, the infrastructure in the DMA are fully utilised. This period shall also be utilised towards developing new infrastructure in the rest of the NCR areas so that in second phase, industries could be located there. Shri Aggarwal also stated that the available facilities in the D.M.A. towns falling in U.P. should be fully utilised.

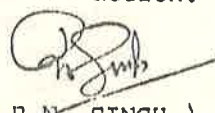
The meeting ended with a vote of thanks to the Chair.

\* \* \* \* \*

No.: K-14011/2/87-NCRPB  
NATIONAL CAPITAL REGION PLANNING BOARD  
7th Floor, 'B' Wing, IOC Bhawan,  
Janpath, New Delhi - 110001

Dated, the 27th November, 1987

Copy forwarded to all Members of the Planning Committee and all the participants in the meeting for appropriate action.

  
( B.N. SINGH )  
Chief Regional Planner  
&  
Member Convenor

The following members were present :

Members of Planning Committee :

1. Shri K.K. Bhatnagar, Member Secretary, NCR Planning Board - Chairman..
2. Shri R.L. Pardeep, Jt. Secretary (UD), Ministry of Urban Development.
3. Shri Rakesh Mohan, Economic Advisor, Planning Commission.
4. Shri G.T. Narayan, Dy. Director General (TP), D.O.T., Ministry of Communications.
5. Shri A.N. Mathur, Secretary, Town & Country Planning Department, Haryana.
6. Shri P.B. Mathur, Commissioner & Secretary, Urban Development, Housing & LSG Department, Government of Rajasthan.
7. Shri Prasanna Kumar, Director, Town & Country Planning Department, Government of Haryana.
8. Shri C.S. Mehta, Chief Town Planner, Government of Rajasthan.
9. Shri B.N. Singh, Chief Regional Planner, NCR Planning Board - Member Convenor.

Other Participants :

1. Shri Shankar Aggarwal, Jt. Secretary, Housing & Urban Development, Government of Uttar Pradesh.
2. Shri S. Shiva Kumar, Scientist S.E., Ministry of Environment and Forest.
3. Shri B.D. Gulati, Chief Coordinator Planner - NCR, Government of Haryana.
4. Shri J.C. Gambhir, Director (Planning), Delhi Development Authority.
5. Shri N. Sankara Raman, Superintending Engineer (Pl), Ministry of Surface Transport (Road Wing), New Delhi.
6. Smt. Neeru Singh, Joint Secretary (Land & Building), Delhi Administration.
7. Shri Satya Swarup, Asstt. Director General (TP), D.O.T., Ministry of Communication..

8. Shri K.T. Gurmukhi, Town & Country Planner, TCPO, Ministry of Urban Development.
9. Shri Prakash Narayan, Jt. Director (PPW), Delhi Development Authority.

Officers of the Board :

1. Shri S. Arunachalam, Senior Planning Engineer.
2. Shri R.P. Rastogi, Regional Planner.
3. Shri S.B. Verma, Associate Planner.
4. Shri V.K. Thakore, Senior Research Officer.
5. Shri Pran Nath, Deputy Director (Adm.).
6. Shri K.L. Sachar, Finance & Accounts Officer.
7. Shri J.N. Barman, Assistant Town Planner.
8. Shri P. Jayapal, Assistant Town Planner.
9. Shri Madhu Babu, Assistant Town Planner.

AGENDA ITEM NO. 1

CONFIRMATION OF THE MINUTES OF THE LAST MEETING  
OF THE PLANNING COMMITTEE HELD ON 19.11.1987

The Committee considered the minutes of the last meeting held on 19.11.1987 and confirmed the same after modifications suggested by Shri J.C. Gambhir, Director, PPW, Delhi Development Authority and Shri Prasanna Kumar, Director, Town and Country Planning, Haryana as follows :

Modification in Agenda Item No. 3 - Location of the office of the National Capital Region Planning Board outside Delhi :

"Shri Prasanna Kumar, Director, Town Planning, Government of Haryana, stressed that the NCR Planning Boards' office should continue in Delhi which is centrally located and is connected by all modes of transport".

The above may be read as follows :

"Shri Prasanna Kumar, Director, Town & Country Planning in fact welcomed the idea of locating the office of the NCR Board at Gurgaon and offered to allot the land to the Board under usual terms and conditions of allotment made by HUDA. Shri P.B. Mathur, Secretary, Urban Development, Rajasthan suggested that the office of the Board should continue to stay at Delhi. Shri Prasanna Kumar endorsed his views and stated that he has no objection if the Boards' office continues to stay at Delhi".

Addition to Agenda Item No. 5 - The paragraph  
"Shri Prasanna Kumar observed that the transport network of NCR consisted basically of the road network, and in fact, preference should be accorded to railway lines which would serve better with more passenger capacity. He suggested the Faridabad-Gurgaon road to be of National Highway standard" is to be followed by the following:

"He further added that Palwal-Rewari-Rohtak railway line is the basic necessity for the economic upliftment of the backward areas of NCR falling in Haryana and should be taken on priority. It will serve as a by-pass to passengers and goods traffic without entering Delhi. It will act as an incentive to the development of towns falling on this railway line".



Addition to Agenda Item No. 7 - Location of the distributive trades in NCR : Add the following after the first paragraph

"Shri J.C. Gambhir, Director, Perspective Planning Wing, D.D.A. did not agree with this view. Considering the economy of the city and the present existing employment in the wholesale trade, he was of the opinion that the development of freight complexes within the Union Territory of Delhi to decongest the central areas and the development of wholesale markets within the NCR should be taken up simultaneously. In the present circumstances, it would not be possible to decongest the central areas of the city by a policy of shifting of trade and by only developing markets in the NCR."

Modifications to Item No. 11

(iii) Settlement System :

Replace "The comments were approved by the Planning Committee" by "It was agreed that a section on the Shelter which was not included in the Draft Plan shall be included in the Final Plan."

(iv) Economic Profile :

Add after the Second paragraph : "Director (PPW), D.D.A. and Commissioner and Secretary Urban Development, Rajasthan were emphatic that as Delhi Urban Area and the Urban Settlements in the DMA have merged into each other, there should not be different industrial policies for the two areas. The industrial location policy for the DMA as a whole including the Delhi Urban Area should be same to permit only small scale non-polluting industrial units with limited numbers of workers. This is essential for proper control on employment, traffic movement in the DMA and environmental pollution".

AGENDA ITEM NO. 2

REVIEW OF THE ACTION TAKEN ON THE AGENDA ITEMS  
OF THE 11TH MEETING OF THE PLANNING COMMITTEE

The Member Secretary stated that action is being taken on all the items as per decisions of the Planning Committee. In case of item No. 6 relating to study of counter magnet areas, a discussion was held with the Chief Town and Country Planners of the participating States and the School of Planning and Architecture who are the Consultants, about the methodology and criteria adopted for identification of the counter magnet areas in a meeting held on the 15th December, 1987. He also explained the selection process leading to the shortlisting of 12 centres for final analysis amongst which the final selection will be made in consultation with the concerned State Governments. The shortlisted towns are :-

- |    |            |     |          |
|----|------------|-----|----------|
| 1. | Bareilly   | 7.  | Hissar   |
| 2. | Moradabad  | 8.  | Patiala  |
| 3. | Saharanpur | 9.  | Bhatinda |
| 4. | Allahabad  | 10. | Kota     |
| 5. | Ambala     | 11. | Sikar    |
| 6. | Karnal     | 12. | Gwalior  |

He informed that the methodology was agreed to by the Chief Planners of the participating States. However, the Chief Town Planner of Rajasthan had suggested inclusion of Ajmer in place of Sikar. The Member Secretary explained that the main considerations for omitting Ajmer by Consultants were :-

- (i) that Ajmer is an important pilgrimage centre; and
- (ii) that it is on the direct axis of Jaipur which would enable it to act as a counter magnet to Jaipur rather than to Delhi.

The Member Secretary requested the Planning Committee Members to deliberate on this suggestion. The Secretary, Urban Development, Rajasthan also felt that even though Ajmer is a pilgrimage centre, it still could act as a counter magnet to Delhi and, Sikar is comparatively a smaller settlement than Ajmer. Shri Pardeep, Joint Secretary, Urban Development also felt that the counter magnets to Delhi should be cities of sizeable population and as such Ajmer deserves consideration rather than Sikar. Shri Pardeep also felt that in Punjab too, Jalandhar or Ludhiana should be considered rather than Bhatinda. Shri Rakesh Mohan and Shri A.N. Mathur were of the view that only large cities would be able to act as counter magnets to Delhi and, therefore, emphasis should be on identifying such large cities. It was agreed by the Members that instead of Bhatinda, Ludhiana should be considered in the final analysis. Shri Pardeep also felt that in Haryana, the proposed new capital could be a very strong counter magnet to Delhi. However, Secretary, Town Planning, Haryana, explained that a final decision on the new capital of Haryana is yet to be taken.

#### AGENDA ITEM NO. 3

#### CONSIDERATION OF THE REMAINING OBJECTIONS/SUGGESTIONS RECEIVED ON THE DRAFT REGIONAL PLAN - 2001 N.C.R.

The Planning Committee considered the objections/suggestions received on the Draft Regional Plan alongwith the comments from page IV/21 onwards including the supplementary to the agenda at S.No. 34-37 and approved all the comments except the following where modifications as indicated below were suggested and approved.

which were modified and approved by the Planning Committee on the objections/suggestions in the DRP - NCR.

Comments as revised by the Planning Committee

Draft Comments as included in the Agenda

ion/  
No.

1

2

3

18(i)-IV/22

One of the factors for an unprecedented population growth of Delhi has been identified as increasing employment in the industrial activities. With a view to curb the growth of population, the DRP envisages allowing only small scale industries in Delhi with 20 persons or less per unit. There is no justification for increasing employment in small scale units to 50 workers. The DMP should be revised accordingly.

One of the factors for an unprecedented population growth of Delhi has been identified as increasing employment in the industrial activities. With a view to curb the growth of population, the DRP envisages allowing only small scale industries in Delhi with 20 persons or less per unit. The revised Delhi Master Plan may however, specifically list out small scale industries which would employ more than 20 persons a unit with a ceiling of 50 workers and may be permitted with the specific approval of the Competent Authority.

25 - IV/23

This will be covered in the Sub-regional Plans.

The approach is acceptable and this will be covered in the Sub-regional Plans.

31(i)-IV/25

The NCR Plan proposes a package of incentives and concessions to be given to encourage economic activities to be deflected and dispersed in the priority towns outside Delhi. The details of the incentives need be worked out in consultation with the State Government departments.

The NCR Plan proposes a package of incentives and concessions to be given to encourage economic activities to be deflected and dispersed in the priority towns outside Delhi. The details of the incentives need be worked out in consultation with the State Government Departments, Authorities and the Ministry of Industry, Government of India.

3 (i)-V/1

The Draft Regional Plan contains proposals for inter-city road and rail network. The Plans for intra-urban transport would be the responsibility of Local bodies/State Governments.

The Draft Regional Plan contains proposals for inter-city road and rail network. The Plans for intra-urban transport would be the responsibility of Local bodies/State Governments. However, for location of terminals with a view to adequately interface the transport network, the DDA's proposal of developing terminals will be adopted to ensure conformity with landuse.

14(ii)&(iii)-  
/4

The Transport Sector Plan for NCR through a study nearing completion will incorporate these aspects in the Final Regional Plan.

DRP addressed itself to only inter-urban regional transport requirements while Delhi intra-urban requirements have been looked into in the revised DMP by the D.D.A.



/16(vi)-V/9

This may be considered in the Sub-regional Plan for Rajasthan Sub-region.

The DRP-NCR includes proposals to inter-connect the priority towns with Delhi by short service carriers when justified.

/17(i)-V/9

The proposal for Railway link between Sahibabad and NOIDA would be considered in the Final Plan based on its merits and justifications. However, the expert consultants for transport study in NCR have not indicated the said link as necessary upto 2001.

The DRP-NCR has proposed an express way for Fariabad-Ghaziabad via NOIDA which will include construction of a four lane bridge. This link will be sufficient to cater to the requirements of projected growth.

/18(ii)(a)-10

The surveys and studies on Transport Network in NCR conducted subsequently in 1987 do not justify the railways bypass till 2001. However, in a longer perspective beyond 2001, this by-pass is considered necessary to facilitate intra-urban commuter traffic. As such, since the line is not justified till 2001, the same has not been shown on the landuse map for 2001.

The surveys and studies on Transport Network in NCR conducted subsequently in 1987 do not justify the railway by-pass till 2001. However, in a longer perspective beyond 2001, this by-pass is considered necessary to facilitate intra-urban commuter traffic and may thus be incorporated in the NCR Plan.

/18(iii)-V/10

The Plan envisages stimulated and induced growth of selected urban centres in particular and NCR as a whole in general. The envisaged growth of the NCR by 2001 justifies the need for the suggested express ways. Should a need arise for such extension of express way beyond NCR after 2001, this may be taken due care of subsequently while revising the Regional Plan for NCR every five years.

The Plan envisages stimulated and induced growth of selected urban centres in particular and NCR as a whole in general. The envisaged growth of the NCR by 2001 justifies the need for the suggested express ways. To extend the express-ways beyond the NCR boundary, surveys have to be conducted to see for the justification of the same. However, it is to be expected that the express-ways proposed in the NCR Plan will be suitably joined with the regional links outside the NCR.

/18(i)-VIII/2

The Delhi Water Supply and Sewage Disposal Undertaking is directly concerned with the problems of water supply in Delhi. This Undertaking is the most appropriate and concerned agency to identify the sources of water supply to Delhi.

The Delhi Water Supply and Sewage Disposal Undertaking is directly concerned with the problems of water supply in Delhi. This Undertaking is the most appropriate and concerned agency to identify the sources of water supply to Delhi. However, the NCR Planning Board would identify sources of water supply for NCR including Delhi UT in general but not specifically for Delhi UT or any town specifically. This would be the



(iii)-XI/4

2

The Green buffer zones along the NH and SH are not to be acquired. The suggestion is that no structure would be allowed to be constructed within the zone. The broad uses that can be permitted within these zones are indicated. However, the suggestion for restriction of construction of structure within 100 metres of Express and 60 metres of other roads is considered inadequate as these depths would not prevent ribbon development taking place along the roadside.

3

The Green buffer zones along the NH and SH are not to be acquired. The suggestion is that no structure would be allowed to be constructed within the zone. The broad uses that can be permitted within these zones are indicated. However, in view of the practical problems of protecting and maintaining 300 and 200 metres green buffers, the suggestion for 100 metres green buffers on either sides of the NH beyond the Right of Way and 60 metres for SH beyond the Right of Way is acceptable.

PREPARATION OF MODEL URBAN DEVELOPMENT PROJECT FOR  
THE INFORMAL SECTOR ACTIVITIES IN THE PRIORITY TOWNS

The Planning Committee noted that a study on the informal sector activities in the NCR in respect of Alwar, Ghaziabad, Khurja, Faridabad and Sonapat was already conducted and completed by the Society for Development Studies. Among three priority towns namely, Meerut, Panipat and Alwar identified for the development during remaining period in 7th Plan, such study has not been conducted for Meerut and Panipat towns. Planning Committee approved undertaking of a study of the informal sector activities in Meerut and Panipat and also preparation of Model Projects one each in Meerut, Panipat and Alwar towns for financial assistance from the National Capital Region Planning Board.

AGENDA ITEM NO. 5

STAFFING PATTERN FOR PLANNING CELLS  
IN THE PARTICIPATING STATES

The Planning Committee considered the staffing pattern of the Planning Cells prepared by the participant States. Agreeing to the functions proposed and the need for a multi-disciplinary nature of the Cell, the Planning Committee approved the core staffing pattern consisting of 30 functionaries. It was also decided that the liability by way of additional staff, if any, would be entirely borne by the concerned State Governments, while the NCR Planning Board would finance to the extent of 50% of their expenditure on the core staff and attendant permissible charges till the end of the 7th Five Year Plan. The Cell will be designated as 'NCR Planning and Monitoring Cell' with the head quarters in Meerut for U.P., Faridabad or Gurgaon in Haryana and Alwar in Rajasthan. The financial assistance will be in the form of grants to the participant States as already approved by the Board.

AGENDA ITEM NO. 6

GUIDELINES FOR LOCATION OF INDUSTRIES IN DMA

The Member Secretary drew the attention of the Committee to the broad guidelines given in the Draft Regional Plan and the need for formulation of operational guidelines for certain specific cases such as, a soap factory in Mohan Nagar, Ghaziabad, where a captive unit at an estimated cost of Rs. 5 crores as an addition to the existing factory in the same plot was proposed. The Planning

Committee approved the suggested guidelines as follows :-

- (1) These guidelines shall be applicable where proposed unit/expansion relate to existing Medium/Large scale units..
- (2) The proposed unit/expansion should be in conformity with landuse of the approved Master Plan.
- (3) The proposed structure is in accordance with the plans approved by the Competent Authority.
- (4) The proposed unit/expansion should be in the nature of an ancillary or of an allied nature to the existing unit or for the moderanisation of the existing unit.


The meeting ended with a vote of thanks to the Chair.

\* \* \* \* \*

No.: K-14011/2/87-NCRPB  
NATIONAL CAPITAL REGION PLANNING BOARD,  
7th Floor, 'B' Wing, IOC Bhawan,  
Janpath, New Delhi - 110 001.

Dated, the 23rd December, 1987

Copy forwarded to all Members of the Planning Committee and all the participants in the meeting for appropriate action.

  
( B.N. SINGH )  
Chief Regional Planner  
: Member: Convenor

The following were present:-

S/Shri

1. D.M.Shukthankar,  
Secretary, Min. of Urban Development
2. K.K.Bhatnagar  
Member Secretary, NCR Planning Board
3. R.L.Pardeep  
Jt.Secy (UD), Min. of Urban Development
4. S.Panchapakesan  
Jt. Secy (Fin), Min. of Urban Development
5. G.Prasanna Kumar  
Director, Town & Country Planning, Haryana
6. Shankar Aggarwal,  
Jt.Secy., Housing & Urban Development, Govt. of  
Uttar Pradesh
7. Neeru Singh  
Jt. Secy (L&B), Delhi Administration
8. P.B.Mathur  
Commissioner & Secretary, Urban Development &  
Housing, Rajasthan
9. Dr.H.D.Goyal,  
Dy. Adviser (H&UD), Planning Commission
10. K.T.Gurumukh  
Town & Country Planning Organisation, New Delhi.

Item No. 1: Organising of Seminars in connection with the Draft  
Regional Plan of the NCR

The Member Secretary explained the proposals and stated that with the approval of the Chairman the expenditure was incurred in anticipation of the sanction of the Group. The proposal was approved.

Item No. 2: Identifying counter-magnet towns of the NCR -  
carrying out of study

The proposal was approved.

Item No. 3: Preparation of Sub-regional plans - Use of Aerial  
photographs and Satelllite Imageries

After a brief discussion, the proposal was approved.



Item No; 4 : Commemorate Project to the 40th Anniversary of Independence in U.P Sub-region

The Financial Adviser, Min. of Urban Development pointed out that in view of the recent ban by the Government, it may not be possible to issue sanction for the expenditure on the scheme. After a brief discussion, it was decided that the proposal be approved in principle and subsequently a specific clearance of the Government should be obtained before the sanction for incurring of expenditure was issued.

Item No. 5: Financing Land Acquisition cost of proposed Hathkargha Nagar Residential-cum-work Centre Scheme at Meerut by Meerut Development Authority

It was decided that more details regarding total cost of the Project and year-wise expenditure may be worked out. The complete proposal be placed before the next meeting of the Group.

Item No. 6 : Hasan Khan Mewati Nagar (Shivaji Park Extension) Scheme, Alwar

The Scheme was approved in principle. However, sanction should be issued after obtaining the clearance of the Ministry.

Item No. 7 : Grant of Rs.1 lakh to the Society for Development Studies, New Delhi, for setting up Centre for Studies, & Policies on Informal Sector

The proposal was discussed in detail and it was decided that a revised proposal should be submitted clearly stating the services to be rendered by the Society and the quantum of data etc., to be made available to the NCR Planning Board for which the payment is proposed to be made to the Society for development studies in the next meeting of the Group.

The meeting ended with a vote of thanks to the Chair.

No.K-14011/57/87-NCRPB  
NCR Planning Board  
7th Floor, 'B' Wing  
ICC Bldg., Jan Path

New Delhi, dated 26.11.87

Copy forwarded to the participants of the meeting.

(PRAN NATH)  
Deputy Director

Minutes of the 7th Project Sanctioning & Monitoring Group held on 16.12.87 in the Room of the Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi.

The following were present :-

S/Shri

1. D.M.Shukthankar ----- Chairman  
Secretary, Ministry of Urban Development
2. K.K.Bhatnagar,  
Member Secretary, NCR Planning Board
3. S.Panchapakesan,  
Joint Secretary, (Fin.), Ministry of Urban Development
4. B.D.Gulati  
Chief Coordinator, Haryana
5. Shankar Aggarwal  
Joint Secretary, Housing & Urban Development, Govt. of U.P., Lucknow
6. Neeru Singh  
Joint Secretary (L&D), Delhi Administration
7. P.B.Mathur  
Commissioner & Secretary, Urban Development & Housing, Jaipur
8. K.T.Curmukh  
Town & Country Planning Organisation, New Delhi.

Item No. 1 : Release of Rs. 1 lakh to the Society for Development Studies, New Delhi.

The proposal was agreed. The Financial Adviser, Ministry of Urban Development clarified that the amount payable to the Society for Development Studies should be treated as payment for the services to be rendered by the Society.

Item No. 2 : Hathkargha Nagar Residential-cum-Work Centre Scheme phase-I at Meerut by the Meerut Development Authority.


After a brief discussion, the agenda item was approved.

The meeting ended with a vote of thanks to the Chair.

No. K-14011/57/87-NCRPB  
NCR Planning Board,  
7th Floor 'B' Wing,  
IOC Building, Janpath,  
New Delhi.

Dated 21.12.87.

Copy forwarded to the participants of the meeting.

  
( PRAN MATH )  
Deputy Director

Minutes of the Personnel Group meeting held on 19.11.87 in the Chamber of the Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi.

. . .

The following were present:-

S/Shri

1. D.M.Shukthankar  
Secretary, Min. of Urban Development -- Chairman
2. K.K.Bhatnagar  
Member Secretary, NCR Planning Board
3. S.Panchapakesan  
Jt.Secy (F) & Financial Adviser, Min. of Urban Development
4. P.B.Mathur  
Commissioner & Secretary, Urban Development & Housing,  
Rajasthan
5. G.Prasanna Kumar  
Director, Town & Country Planning, Haryana
6. Shankar Aggarwal  
Jt. Secy., Urban Development, Uttar Pradesh

. . .

Item No. 1 : Upgradation of the post of Junior Accounts Officer  
in the NCR Planning Board

and

Item No. 2 : Creation of post of Assistant Traffic & Transport  
Planner in the NCR Planning Board

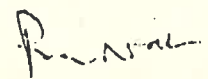
The Member Secretary explained the proposals mentioned above and after brief discussion, the items were approved.

The meeting ended with a vote of thanks to the Chair.

No.K-14011/58/87-NCRPB  
NCR Planning Board  
'B' Wing, 7th Floor  
IOC Bldg., Jan Path

New Delhi, dated 26.11.87

Copy forwarded to the participants of the meeting.

  
(PRAN NATH)  
Deputy Director

70

Minutes of the Personnel Group meeting held on 16.12.87 in the Room of the Secretary, Ministry of Urban Development, Nirman Bhavan, New Delhi.

\*\*\*\*\*

The following were present :-

S/Shri

1. D.M. Shukthankar  
Secretary, Ministry of Urban Development ... Chairman
2. K.K. Bhatnagar  
Member Secretary, NCR Planning Board
3. S. Panchapakesan  
Joint Secretary (F), & Financial Adviser, Ministry of Urban Development
4. P.B. Mathur  
Commissioner & Secretary, Urban Development & Housing Rajasthan
5. B.D. Gulati, Chief Coordinator, Haryana
6. Shankar Aggarwal  
Joint Secretary, Urban Development, Uttar Pradesh

Item No. 1 : Creation of the post of Programmer in the NCR Planning Board.


The proposal was discussed in detail and it was decided that in the first instance, the work should be got done by appointing staff on contract and job basis rather than creating a post of Programmer for the Board. Services of consultants could also be utilised for framing of programmes.

The meeting ended with a vote of thanks to the Chair.

No. K-14011/58/87-MCRFB  
NCR Planning Board,  
'B' Wing, 7th Floor,  
IOC Building, Janpath,

New Delhi, dated 21.12.87.

Copy forwarded to the participants of the meeting.

  
(PRAN NATH)  
Deputy Director



[Published in the Gazette of India, PART III—SEC. 4 on May 24, 1986]

### NCR PLANNING BOARD

New Delhi, the 3rd March 1985

No. C.11031/1/86-NCRPB.—In exercise of the powers conferred by Section 37 of the National Capital Region Planning Board Act, 1985 the Board hereby makes, with the previous approval of the Central Government, the following regulations :—

#### 1. Short title and commencement :

- (i) These regulations may be called the National Capital Region Planning Board Regulations, 1986.
- (ii) These shall become operative from the date on which the Board come into existence.

#### 2. Definition :

In these regulations unless the context otherwise requires :

- (i) 'Act' means the National Capital Region Planning Board Act, 1985.
- (ii) 'Board' means the National Capital Region Planning Board as constituted under Section 3 of the Act.

#### 3. Salaries & allowances of officers and employees

The pay and all other allowances except House-Rent Allowance of officers and employees of the Board shall be the same as those prescribed by the Central Government for its employees of similar status.

#### 4. Grant of leave :

In the matter of grant of leave the officers and employees of the Board shall be governed by the Central Civil Service (Leave) Rules, 1972 as applicable to the employees of the Central Government and orders issued by the Central Government thereunder from time to time.

#### 5. House Rent Allowance :

The officers and employees of the Board at Delhi shall be entitled to twenty per cent (20%) of their pay as House Rent Allowance. Other conditions for the House Rent Allowance shall be the same as are applicable to the Central Government servants.

*See attached notification*

#### 6. Pension, gratuity, retirement benefits and general provident fund :

The officers and employees of the Board shall be entitled to pension, gratuity, other retirement benefits and general provident fund, at such rates and under such conditions as are applicable to officers and employees of the Central Government in the corresponding grades.

#### 7. Other conditions of services :

Unless expressly provided for in these regulations to the contrary, the other terms and conditions of service of the officers and employees of the Board shall be governed, as far as may be, by the Fundamental and Supplementary Rules, General Financial Rules, Central Civil Service (Temporary Service) Rules, 1965, Central Civil Services (Medical Attendance) Rules, 1944, Central Government Employees Group Insurance Scheme, 1980, etc., and by orders and decisions issued by the Central Government under those rules from time to time as applicable to the employees of the Central Government.

#### 8. Conduct Rules :

The Central Civil Service Conduct Rules, 1955 as amended from time to time, will be applicable to the employees of the Board.

#### 9. Disciplinary proceedings :

The Central Civil Service (Classification, Control and Appeal) Rules, 1965 as amended from time to time shall apply in relation to the employees of the Board as they apply in relation to the employees of the Government. Powers under these rules vested in the President shall be exercised by the Chairman and those of Head of Department by the Member Secretary.

#### 10. Deputationists :

The officers and employees of the Board who are working in the Board on deputation from the Central or the State Governments or from the local, development or other statutory authorities or undertakings of the Central or State Governments shall be governed by those terms and conditions which are specified in the order of deputation by the loaning authority. With respect to other terms and conditions which are not specified in the order, they will be governed by the above regulations applicable to the employees of the Board.

M. SHANKAR, Member Secy.

72

(To be published in the Gazette of India Part III-Section 4)

No.C-11031/1/86-NCRPB  
Government of India  
NCR Planning Board  
10C Building 7th Floor  
'B' Wing, Janpath.  
...

New Delhi, dated the 11-12-1987

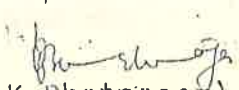
NOTIFICATION

In exercise of the powers conferred by section 37 of the National Capital Region Planning Board Act, 1985 (2 of 1985), the Board ~~hereby makes~~, with the previous approval of the Central Government, hereby makes the following amendment in the National Capital Region Planning Board Regulations, 1986, namely:-

1. (1) These regulations may be called the National Capital Region Planning Board (Amendment) Regulations, 1987.  
(2) They shall come into force from the date of their publication in the official Gazette.
2. In the National Capital Region Planning Board Regulations, 1986, for regulation 5, the following regulation shall be substituted, namely:-

"5. House Rent Allowance:

- (1) The officers and employees of the Board who did not opt for the revised scales of pay as recommended by the Fourth Pay Commission shall be entitled to 20% (twenty per cent) of their pre-revised pay as House Rent Allowance.
- (2) The officers and employees of the Board who have opted for the revised scales of pay as recommended by the Fourth Pay Commission shall be entitled to House Rent Allowance at the slab rates as prescribed by the Government on the recommendation of the Fourth Pay Commission with effect from the 1st October, 1986.
- (3) Other conditions for drawal of House Rent Allowance for all categories of employees shall be the same as are applicable to the Central Government employees".

  
(K K Bhatnagar)  
Member Secretary.

Foot Note:- The principal National Capital Region Planning Board Regulations, 1986 notified vide Notification No.C-11031/1/86-NCRPB dated 3.3.1986 published in the Gazette of India Part III-Section 4 on 24.5.86 and subsequently amended vide Notification No. C-11031/1/86-NCRPB dated 14.12.87; and particulars of Gazette Notification No. 3 date is still awaited.

To

The Manager,  
Government of India Press,  
Faridabad.



MINUTES OF THE SEVENTH BOARD MEETING  
OF THE NCR PLANNING BOARD HELD ON  
20.1.88 AT VIGYAN BHAWAN

①

The following members were present:-

Chairman

1. Shri Dalbir Singh  
Minister of State for Urban Development
2. Shri Devi Lal  
Chief Minister of Haryana
3. Shri H.L.Kapoor  
Lt.Governor, Union Territory of Delhi
4. Smt.Padma Sethi  
Minister of State (UD)  
Government of Uttar Pradesh
5. Shri Virender Singh  
Minister for Irrigation & Power  
Govt. of Haryana
6. Shri Jag Parvesh Chandra  
Chief Executive Councillor  
Delhi
7. Shri D.M.Shukthankar  
Secretary, Min. of Urban Development
8. Shri P.Abraham  
Secretary, Min. of Surface Transport
9. Shri M.N.Prasad  
Member (Engg.)  
Railway Board
10. Shri E.F.N.Riberio  
Chief Planner  
Town & Country Planning Organisation  
New Delhi
11. Shri K.K.Mathur  
Chief Secretary, Delhi Administration
12. Shri S.D.Bagla  
Secretary (HUD)  
Govt. of Uttar Pradesh
13. Shri L.C.Gupta  
Chief Secretary, Govt. of Haryana
14. Shri P.B.Mathur  
Secretary (UD), Govt. of Rajasthan
15. Dr.Rakesh Mohan  
Adviser (HUD), Planning Commission
16. Shri Om Kumar  
Vice Chairman  
Delhi Development Authority
- ✓ 17. Shri K.K.Bhatnagar  
Member Secretary, NCR Planning Board.



(2)

In the absence of the Chair-person, Minister of State for Urban Development, Govt. of India was requested by the Members to preside over the meeting. The Secretary, Ministry of Urban Development, after taking the consensus of the members and with the permission of the Chairman, read out the following resolution condoling the death of Khan Abdul Ghaffar Khan:

#### RESOLUTION

"This seventh meeting of the National Capital Region Planning Board places on record its profound sorrow at the passing away of Khan Abdul Ghaffar Khan at Peshawar today.

Badshah Khan's demise marks the end of an era. He was in the forefront in India's struggle for independence. He belonged to that galaxy of eminent men like Jawaharlal Nehru, Vallabh Bhai Patel and others who, under the leadership of Mahatma Gandhi, led India to freedom. He participated in several Satyagraha movements and spent many years in jail.

Badshah Khan was an apostle of non-violence and was rightly, therefore, called Frontier Gandhi. Thanks to his leadership, the brave Pathans of North West Province got converted to non-violence. He founded the organisation known as Khudai Khidmatgar, whose members devoted themselves to rural uplift and social freedom.

After India attained Independence, Badshah Khan continued to work amongst his own people, adhering strictly to the Gandhian principles for which he stood. He suffered imprisonment and exile for his people. More than 30 years of his long life were spent in jail. His spirit, however, was indomitable.

We were privileged to have Badshah Khan in India four times after Independence. During his fourth and final visit to India last year, - BHARAT RATNA - the highest award in our land was conferred on him as the nation's tribute to his services.

Badshah Khan's memory will always provide inspiration to the people of India to uphold his principles and values and follow the path of peace, non-violence, brotherhood and love for freedom.

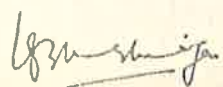
May his soul rest in peace!"

The resolution was passed unanimously. The meeting concluded after observing two minutes silence in the memory of late Khan Abdul Ghaffar Khan.

No.K-14011/71/87-NCRPE  
NCR Planning Board  
Jan Path, New Delhi

Dated 1.2.88

Copy forwarded to all the members of the Board.

  
(K.K. BHATNAGAR)  
Member Secretary

**COMMENTS**  
on the Objections / Suggestions received  
on the Draft Regional Plan - 2001

**NATIONAL CAPITAL REGION PLANNING BOARD**

MINISTRY OF URBAN DEVELOPMENT GOVERNMENT OF INDIA

NOVEMBER, 1987



*and*

## CONTENTS

I. National Capital Region and Policies for Development	I/ 1-6
II. Demographic Profile	II/1-2
III. Settlement System	III/1-4
IV. Economic Profile	IV/1-27
V. Transport	V/1-13
VI. Telecommunications	VI/1
VII. Power Development	VII/1-5
VIII. Water Supply and Sanitation	VIII/1-3
IX. Education and Health	IX/1-3
X. Counter Magnet Areas	X/1-2
XI. Regional Land Use	XI/1-8
XII. Environment and Eco-Development	XII/1
XIII. Management Structure For Plan Implementation	XIII/1-2
XIV. General	XIV/1-10



# I NATIONAL CAPITAL REGION AND POLICIES FOR DEVELOPMENT

I/1

Sl.No./ Objection No.	Name of Objectors with address	Summary of Objections/Suggestions	Comments
1	2	3	4
1 3	Director (C.P.), DDA, 3rd Floor, Vikas Minar, NEW DELHI.	<p>i) NCR Plan should be prepared for 2010-AD and not for 2001. 13 years upto 2001 from now on is too less for planning of services and circulation system.</p> <p>ii) The policies are very good but achieving them is not only very difficult but rather impossible due to various extraneous factors including the Government. The plan should be prepared keeping in view the practical points in view.</p>	<p>i) 2001-AD was kept as a plan perspective for the NCR only because the Delhi Master Plan (revised) was also for a perspective period of 2001-AD. The NCR Plan will, however, be subject to revision every 5 years.</p> <p>ii) The plan is always prepared under certain assumptions and ideal situations. If anything has to be modified subsequently for reasons beyond the plan pursuit, this cannot be predicted in advance and solution provided for. The NCR Planning Board Act, therefore, provides revision of Regional Plan every Five years.</p>
2 4	Bhaskar Stoneware Pipes Pvt.Ltd., Ishwar Nagar, NEW DELHI-110065.	<p>The entire subject of mineral has been dealt with casually. This is to the detriment of the mineral producing as well as mineral consuming industry. There are number of minerals occurring in the region. It is, therefore, important in the character of resources, mining should be given an important place.</p>	<p>The DRP has identified the mineral resources and areas of occurrence as in Chapter 1.2(v). This will be dealt more elaborately depending upon the extent of deposits in the Final Plan.</p>
3 12	Delhi Regional Chapter ITPI. New Delhi.	<p>i) Boundaries of NCR area need to be checked up for necessary area adjustment before Sub-regional Plans are prepared.</p>	<p>i) The regional boundaries have been decided and incorporated in the regulations of the NCRPB Act right at the beginning of the Planning exercise by the NCRPB.</p>



ii) The DRP-NCR-2001 is based on conventional approach. In addition to area based concept, overlay of ring belts and distant criteria should also be done before the Sub-regional Plans are prepared.

ii) The observation on the approach of Planning the NCR is factually not correct. Possible methods based on distances, corridors of activities, places contributing to migrants to Delhi etc. have been thoroughly analysed based on areal units for convenience of understanding and implementation by the participating State Governments.

iii) NCR should be treated as one economic space, inspite of conflicts in terms of Delhi versus NCR States.

iii) This is purely a theoretical approach. However, plan strategies and policies will help develop NCR as an unique area in the economic and physical aspects and to be developed harmoniously in a balanced manner.

iv) The final report should improve in building logical conclusions and recommendations. The DRP-NCR - 2001 appears to be giving summaries of some reports.

iv) The plan is an outcome of various expert studies and have been suitably integrated where necessary and recommendations are pragmatic, logical and scientific.

v) The time horizon may be extended upto 2011 instead of 2001 and divide that into short term of 3 to 5 years and long term of 10 years.

v) 2001 AD has been taken as perspective for NCR in consonance with the perspective of Delhi Master Plan. However, the Regional Plan for NCR, as per the provision of the Act, will be subject to revision every 5 years.

1

2

3

4

vi.) The statement of goals is not adequate but also negative.

vii)

The observation seems to be due to lack of understanding of the plan philosophy, approach and goals with regard to the ICR Plan. In fact, goals as approved by the Board after a number of deliberations are clear and positive in approach.

vii.) The policy statements should include development of resources and conservation.

viii)

The chapters on various aspects of development indicate the practical approach for the development of resources and conservation aspects. The policies have been clearly spelt out.

viii)

The approach of decentralisation and deconcentration of economic and infrastructural development away from metropolitan city of Delhi in the outer areas for balanced growth could perhaps provide other conceptual framework of the Plan. Intervention in terms of guiding and rationalising the growth of private city based on comprehensive spatial strategy of complementarity of private city,

ix)

The spatial development strategies are based on inter-related policy framework and have been clearly spelt out for three distinct policy zones to achieve the objective of a balanced and harmonised development of the region.

Other urban and rural development policies appear to be necessary to promote economic efficiency and reduce negative externalities.

ix) The projection of rural population of NCR by 2001 is less comprehensive against the concept of balanced development of the region.

x) The economic policy and strategy of DRP-NCR 2001 is biased for non-rural activities. Agriculture sector and allied activities have an important role to play for the time to come and they should be attempted in a big way.

xi) Regional Plan for NCR and Perspective Plan for Delhi need to be compatible with each other.

Vice-Chairman,  
DDA, Vikas Sadan,  
INA, New Delhi.

i) Urban development : The exercise on the revision of the master plan for Delhi 2001 was started as early as in 1979. The plan is based on NCR policies. The plan is being modified under Delhi Development Act, 1957 (as modified from time to time).

ix) The urban/rural population components have been carefully worked out. The balanced development is in terms of optimal utilisation of available resources, both human and material.

x) The economic policy and strategy of the DRP-NCR 2001 are not biased. These are broad policy measures at regional level. The rural sector will be dealt in detail appropriately in the Sub-regional plans.

xi) This is already done and, in fact, the perspective of NCR Plan has been taken as 2001 only because of the perspective of Delhi Master Plan 2001.

i) The Delhi Master Plan has been revised only recently and submitted to M/o Urban Development month or so back. The DRP-NCR 2001 was approved by the Board and published for public objections in August, 1987. Changes if any, in the policies as contained in the DRP-2001 vis-a-vis that in the Delhi Master Plan may have to be taken due note of for a realistic approach to achieve the common goal of containing Delhi's growth to 11.2 m. by 2001.

ii) In number of places, the failure of Planning policies to restrict the growth has been due to emphasis on shifting rather than on incentives to develop new activity areas. Therefore, instead of emphasising on disincentives and shifting, it should be on incentives outside DMA and creation of new activity areas.

ii) The DRP-NCR envisages a mix of policy both disincentives and incentives for different policy zones for achieving the objectives of dispersal of economic activities in the Region.

5/23.

Dr. V. Nath,  
Research Professor  
Centre for Policy  
Research  
Vasant Vihar,  
New Delhi.

1)

Co-ordination and integration of Delhi Master Plan and NCR Plan :

Delhi Master Plan and the NCR Plan need close inter relationship, for harmonising their strategies, policies and programmes and for eliminating inconsistencies, conflicts or other difference.

1)

Suggestion is well taken. As far as possible, at the time of preparing the DRP, the inconsistencies between the then Delhi Master Plan vis-a-vis NCR objectives and programmes were sought to be eliminated. Further conflicts or differences, if any, between the two are attempted for being eliminated through further interactions and discussions with the PPD, DDA. However, the Sub-regional plan for Delhi UT which in essence is the Master Plan of Delhi U.T. by the DDA has to be approved by the NCR Planning Board as in the case of Sub-regional Plans of the NCR States.

ii)

Revision of the NCR Plan :

ii)

A major revision of the NCR Plan should be undertaken in the early 1990s after the 1991 census population data becomes available. The revised plan should be suitable for financing under the Ninth Five Year Plan.

In fact, as provided in the NCR Planning Board Act, the NCR Plan, after first finalisation, has to be revised every five years, taking into account the earlier proposals, performance, resource position etc.



1

2

3

4

7/25. Shri Gopal Bhargava,  
Town & Country Planning  
Organisation,  
Vikas Bhawan,  
New Delhi.

i) There is a paradoxical confrontation between the objectives of NCR and Delhi-2001 perspective Plan. The NCR Planning Board should examine the Delhi-2001 perspective Plan for ensuring the balanced process of development in a regional perspective.

i) Delhi-2001 perspective Plan would be examined by the NCR Planning Board as Sub-regional Plan for Delhi U.T. as required under the NCR Planning Board Act, 1985.

ii) The objective of the Master Plan of Delhi is also as of the NCR Plan to decongest Delhi. However, it could not make much progress in this regard due to its land development policy through wholesale acquisition. The NCR Plan should not adopt same kind of land development policy for its areas.

ii) The NCR Plan will take care of the weaknesses in the existing land development policy prevalent in the Sub-regions while formulating land development policy.

8/29. Secretary,  
NCR Committee  
PHD Chambers of  
Commerce & Industry  
PHD House, Thapar House,  
New Delhi.

The Settlement Policy is laudable in concept but its success will depend greatly on timely formulation and implementation of Sub-regional plans, other centres for development. The Delhi Master Plan, however has not taken into account the planning of service centres and basic villages. It is necessary that the Sub-regional plans are made or modified in accordance with the policy laid down in the NCR Plan.

The DRP-NCR provides a policy framework and broad guidelines highlighting important activities to be implemented in the region by 2001. In order to meet the Plan objectives, the Sub-regional plans will be prepared or modified where necessary within the framework outlined in the NCR Plan.

## II DEMOGRAPHIC PROFILE

SI No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
1/3. Director (CP) DDA 3rd Floor, Vikas Minar, New Delhi.		<p>i) population of Delhi has already reached 8.0 million and can not be restricted to 11.2 millions by 2001. This gives the growth rate of 3% against 4.5% at present per annum.</p>	<p>i) If the present trend is allowed to continue, no doubt the population of Delhi will cross 11.2 million mark. But the package of policy measures envisaged in the plan are intended to contain the Delhi's growth to 11.2 million by 2001.</p>
2/17. Chairman NOIDA, NOIDA, (U.P.).		<p>ii) Projected population for 2001 of Rural Delhi is 2.0 lakhs against 5.0 lakhs at present. Is it feasible?</p>	<p>ii) The statement is not fully correct with more urbanisation within Delhi U.T. by 2001, the present rural population will mostly become urban population. Under such conditions, rural component is expected to get reduced to 2.0 lakhs.</p>
		<p>With the conversion, landuse of certain areas into industrial, the workforce in NOIDA township is likely to increase. This will also have an impact on the tertiary population thereby increasing the total workforce. Consequently, the population of the township is likely to increase beyond 5.5 lakhs. The Master Plan of NOIDA is being revised by the Chief Town &amp; Country Planner, Govt. of Uttar Pradesh after carrying out socio-economic and traffic surveys of the areas which have so far been developed to make further proposal in regard to various changes required in the landuse.</p>	<p>The DRP-NCR envisages moderate growth of the DMA Towns and, NOIDA falls in the Delhi Metropolitan area. Therefore, the industrial activities would be developed to such an extent that the population of NOIDA could be contained upto 5.5 lakhs by 2001. No conversion of landuse should be undertaken which would result in increasing the population size envisaged in the DRP.</p>

(1)

(2)

(3)

(4)

3.  
18

Vice-Chairman, Delhi  
Development Authority  
Vikas Sadan I.N.A.  
New Delhi

Considering the trends, the population of 128.1 lakh for the U.T. of Delhi is considered to be most appropriate and as such may be included in the NCR plan. It is, further suggested that in the NCR plan, the population projection should be **reviewed** in 1991, after the census.

If the present trend is allowed to continue, the population of Delhi will reach a figure of 128.1 lakhs or even more by 2001 leading to an unmanageable situation. The policy measures and programmes as envisaged in the DRP, will effect in containing the Delhi's growth to 112.0 lakhs by 2001. As provided in the MCRPB Act, the plan has to be revised every 5 years which will include review of the projections also. The Delhi Master plan should be revised accordingly.

4/31

Shri Om Kumar  
Vice Chairman,  
D.D.A., Vikas Sadan,  
New Delhi.

On the present trend of growth, Delhi's population will cross 150.0 lakhs even before 2001. Envisaging a balanced regional development, the population is projected at 128.1 lakhs as in the Draft Master Plan for Delhi 2001.

The Registrar General of India (Census) has projected the population of Delhi as 132 lakhs by 2001. The DRP envisages to restrict the population of Delhi UT to 112.0 lakhs by 2001 AD through a set of policy measures. The Master Plan for Delhi should accordingly be revised as a Sub-regional Plan for Delhi UT for an assigned population of 112 lakhs for 2001 AD.

Sl No./ Objection No. (1)	Objectors with Addressess (2)	Summary of Objections/Suggestions (3)	Comments (4)
---------------------------------	-------------------------------------	---	-----------------

1/5  
Director, NCR-cum-  
Secretary, U.I.T.,  
Alwar

Settlement size and population distribution in the NCR needs a review. To avoid Gurgaon becoming Ghaziabad, the population assignment for Rewari - Bhiwadi- Dharuhera be revised from 3 lakhs to 5 lakhs.

The assignment of population to the DMA and the priority towns as to the sub-region in general has been done after long deliberations in consultation with State Governments. The NCR Planning Board has also approved the said assignment of population.

2/11

Director,  
Town and Country Planning  
Department, Haryana Govt.,  
Chandigarh

The DRP-NCR deals with Urban settlements and not the villages. Planning and development of infrastructure and generation of employment in the rural areas should find a suitable place in the Draft Plan. A separate chapter on quantum of infrastructural development and other related features with financing mechanism in the light of various rural development programme should be added in the Draft.

The DRP-NCR is at regional level and has covered upto second level hierarchy of settlements which are urban. The Sub-regional plans to be prepared by the State Govts. for the areas of the participating states will include settlements upto 4th order, i.e. basic villages. The Sub-regional plans will also deal with rural development with necessary infrastructure etc. Para 3.6(1) of the DRP does make a reference of Basic villages as the fourth tier of settlements.



Joint Secretary to  
Government of Haryana,  
Industries Deptt;  
Chandigarh.

3/19

i) Additional towns to be developed by Sub-regional Centres are Samalkha, Sohna, Sampla and Taoru.

i) On the basis of comprehensive analysis of all the indicators-economic, social and physical-the second order settlements for development as Sub-regional Centres have been identified. However, in the Sub-regional Plans, if additional towns, as suggested are found equally suitable in serving ultimately the objectives of harmoniously developing the region, they could be identified in the Sub-regional plans.

ii) Sonapat, a growing industrial centre may be included for upgradation and provision of all infrastructure facility. This will help sharing a considerable burden of economic decentralisation in the Haryana area of NCR. Additional telecommunication facilities should be provided in Sonapat.

ii) Sonapat does not fall in the DMA where the towns have grown contiguous to Delhi. At the same time, it is not sufficiently away from Delhi which would discourage frequent commutation to Delhi which is sought to be avoided intentionally in the plan to reduce pressure on Delhi and its services. Moreover, Sonapat being on the arterial route which is an important transport corridor, will develop on its own without induced input into it. In so far as provision of additional telecom facilities is concerned, these would be considered appropriately with the various categories of settlements.

: 3 :

1.

2\*

3\*

4\*

4/12

Delhi Regional  
ITPI, New Delhi.

5/14.

Shri K.C.Tewari,  
Transport Planner,  
DTC(HQ), I.P.Estates,  
New Delhi.

1) The technique of population distribution in the priority towns should have been on the basis of availability of resources, potential and available infrastructure. No analysis about the threshold of growth based on the resources and location has been attempted.

1) The population assignment of the DMA and priority town has been done on the basis of development potential, absorption capacity, corridors of immigration and magnitude, the likely level of inducement for development etc.

1 & 11) All these suggestions are incorporated in the Draft Regional Plan 2001 and are being refined in the Final Plan.

i) The development network for faster movement of traffic should discourage the process of becoming other towns as the suburbs of Delhi and for this adequate control measures/policy decisions are needed to be taken to discourage daily commuters by providing subsidised season tickets etc.

ii) The regional towns should be self contained units with adequate employment opportunities.

2.

3.

4.

/24

Director NCR-cum-Secretary, UIT, Alwar

i) Prime consideration should be given for development of small settlements and rural settlements which will prevent migration to urban areas.

ii) Small villages should be connected with bigger villages and bigger villages to the towns, and the Board should recommend for easy and efficient development of such transport network in the region.

i) Though this is realised as the prime move to check migration to urban areas, at the regional level, this could not be covered in the DRP. The Sub-regional Plans will include these aspects.

ii) This will be considered in the Sub-regional plan.

/26.

Dr. M.C.Sharma,  
President,  
Loni Kshetra Vikas  
Mahasangh,  
Loni, U.P.

Loni is shown in the Plan as a part of DMA. But Loni has to be developed under Greater Delhi plan. Accordingly, DMA is fully responsible for its development but nothing is being done in the name of Development. Under any Five Year Plan, no money has been spent for this purpose.

Loni is a town in UP and falls in Ghaziabad Development Area and is located very near to Delhi. For application of the NCR Plan policies, Loni being close to Delhi is included in the Delhi Metropolitan Area. In fact, Loni being adjacent to Ghaziabad, a population of 5.5 lakhs by 2001 is assigned for Ghaziabad including Loni. The Master Plans for Ghaziabad and Loni have been prepared by the State Government for implementation in stages.

# IV ECONOMIC PROFILE

IV/1

Sl. No./ Objection No. with addresses	Name of the objectors	Summary of objections/ suggestions	Comments
--	-----------------------	---------------------------------------	----------

4

1/18 Vice Chairman,  
DDA, Vikas Sadan,  
INA, New Delhi.

Economic Profile 1981-2001: Delhi has a share of floating working population which has not been included in the employment figures given in the plan. The employment has to be reviewed in 1991 after seeing the trend of population growth.

The strategy of developing priority towns with job opportunities and facilities at standards comparable to that of Delhi is with an expectation of attracting not only the Delhi bound migrant population but also the floating workforce in Delhi coming from outside. The floating workforce to Delhi may not get fully absorbed in jobs created outside Delhi; employment position may be reviewed after 1991 population Census.

## GOVERNMENT OFFICES

2/17 Chairman, NOIDA,  
NOIDA, U.P.

NOIDA has no objection to locating of Government offices which have ministerial, protocol and liaison functions with Delhi and so require to be located within the Delhi Metropolitan Area. In this connection, we have already requested the Board to let us know the precise requirement of land for location of Central Government offices so that the same could be incorporated during the revision of Master Plan of NOIDA.

This can be done once the Government decides the offices to be sited.



1.

2.

3.

4.

3/20

Sh. D.S. Chadha,  
Rivoli Theatre,  
Meerut Cantt.  
U.P.

There is an onslaught of Government offices, Semi-Govt. organisations taking huge premises for their offices creating need for additional accommodations, and adding to the traffic problems in New Delhi. Some offices must have accommodation in New Delhi but their extent has to be justified. Numerous offices have their HQs, Regional Offices and Divisional Offices in New Delhi, they can be certainly asked as to why they have located such huge offices in New Delhi. It should be mandatory for Govt. offices proposing location in New Delhi or expanding their offices to get a proper clearance from the NCRPB and cross checked: Why they cannot locate at some small town within the NCR?

A High Level Committee to identify offices that could be shifted outside Delhi has been constituted by the Central Government, and the Committee has already submitted its report of recommendations to the Government. A Committee is also in existence to decide the need for location and check coming up of new offices and expansion of existing offices. Member Secretary, NCRPB is represented in that Committee.

4/23

Dr. V. Nath,  
Research Prof.,  
Centre for Policy  
Research,  
Vasant Vihar,  
New Delhi.

#### Employment in Public Sector :

In order to curb and to reverse as far as possible, the growth of employment in public sector enterprises, it will be necessary to identify the reasons for the management of the enterprises to find it necessary or expedient to locate their offices in Delhi. The situation can be corrected only by effective decentralisation of offices of the Ministries, the Chairmen or the Managing Directors of the enterprises, and from them to the Managers of the principal operating units.

The Government of India has constituted a High Power Committee in Sep, 1986 to identify the offices of the Govt. and Public sectors that could be shifted outside Delhi. The High Power Committee has already submitted its recommendations to the Government for its consideration and further action. Incidentally, the DRP-NCR recommends location or retention of these offices performing ministerial protocol and liaison functions in Delhi and the rest to be shifted outside Delhi.

1.	2.	3.	4.
5/24.	Director NCR-cum-Secretary, UT, Alwar	All such offices and Departments located in Delhi which serve the population of Rajasthan Sub-region should be shifted to Alwar.	The DRP proposes shifting of all offices which do not perform ministerial, protocol or liaison functions. The offices coming under these categories and serving the people of Rajasthan Sub-region may be shifted. This will be covered in the Sub-regional plan after ascertaining the justification.
6/16.	Sr. Vice-Chairman, Alwar Chamber of Commerce and Industry, Alwar, Rajasthan.	i) Government offices and Public sector undertakings offices which do not perform ministerial, protocol and liaison functions should be transferred from Delhi to Alwar which can accommodate them,  At present infrastructure and other facilities exist in the DMA towns like Gurgaon, Faridabad, Ghaziabad etc. Shifting offices to these towns would be most helpful especially for these towns. Attention could be focussed subsequently on the distant towns.	The DRP-NCR recommends a control in opening of new Central Govt. and public sector offices but to allow in the DMA towns relocation or expansion or expansion of Govt. offices having ministerial, protocol or liaison functions. As far as Public Sector Undertakings are concerned, opening of new offices or expansion of existing ones are not to be permitted in the DMA towns. They have to go out to the priority towns.
7/29.	Secretary, NCR Committee, PHD Chamber of Commerce and Industry, PHD House, Thapar House, New Delhi.		

4.

3.

2.

1.

8/30

Shri R.S.Bhatnagar,  
Managing Director,  
Udyog Bharti (P) Ltd;  
57-M, C.Place,  
New Delhi.

Central Government offices,  
public Sector Enterprises and  
large industrial units should  
provide the nucleus  
for other developments which  
will follow.

A set of clear cut policies  
has been enunciated in the  
DRP for the location of  
economic activities  
including Central Govt.,  
public sector offices,  
industries and wholesale  
trades in the identified  
policy zones.

9/32

General Secretary,  
Rajdhani Estate  
Promoters and Builders  
Association,  
Indra Prakash (1st floor),  
21, Barakhamba Road,  
New Delhi.

The present policy on location  
of new Government and public  
sector offices and their  
expansion are not borne any  
fruit so far and it was  
floated in the last two  
decades with impunity. This  
has been a major contributing  
factor for the phenomenal  
growth of Delhi population.

In September, 1986 the  
Government of India had  
constituted a High Power  
Committee to identify the  
Government and Public  
Sector Offices that could  
be shifted out of Delhi.  
The Committee has submitted  
its recommendations to the  
Government for  
consideration.

## WHOLESALE TRADE

Sl. No./ objection No.	Name of the objectors with addresses	Summary of objections/ suggestions	Comments
1	2	3	4
1/7	The Delhi Iron and Hardware Merchants Association (Regd.), Loha Bhavan, 36/Old 12, Chawri Bazar, Delhi-6.	The Association is constrained to observe that before chalking out the above plan, the Trade was not taken into consideration. As the Plan was important bearing on trading activity of Delhi, it was in fitness of things that the trading community ought to have been associated at preliminary stage itself.	Detailed surveys with regard to wholesale trades which have distributive character in Delhi are contemplated in the Draft Regional Plan while dealing with the locational aspects of wholesale markets of these commodities in the NCR. The trading community would be associated, wherever considered, necessary in carrying out these surveys.
2/10.	Federation of Delhi Traders Association (Regd.), 76, Shardanand Marg, Delhi-6.	Surveys of wholesale trade made in 1981, being out of date, should be held to assess latest position, on the pattern of survey of voters held by the Election Commission of India, and/or other institutions as per Administrative set up.	The Draft Regional Plan envisages conducting surveys with respect to some trade while dealing with the locational aspects of the trade. Data on 3 aspects, viz. wholesale shops by commodities in urban Delhi, distribution of wholesale commodities by export outside Delhi, commodity-wise goods movement by NH/major Road in Delhi (Tables 4.13, 4.14 and 4.15) have been used in the Draft Regional Plan report based on extensive surveys of the trading activities in Delhi conducted by PPM, DDA at the time of preparing the Revised Master Plan for Delhi. No other data was



1.

2.

3.

4.

readily available.

1/7

The Delhi Iron and Hardware Merchants Association (Regd.), Loha Bhavan, 36/10-12, Chawri Bazar, Delhi-6.

i) The list of 33 specific items adjudged to be wholesale trade referred to in the 'Draft Plan' does not reflect correct position and require review.

i) The information (Table 4.13 of DRP) has been adopted from PPW of DDA. The information is based on enumeration of such 12,000 establishments out of 24,600 establishments. The results of the survey have been used in Delhi Master Plan proposals. Since the information on wholesale shops has been used in the DRP with a view to assessing the magnitude and character of the wholesale activities, no useful purpose will be served in conducting such a massive survey again.

(i) It is necessary to define "Wholesale Trade" and "Hazardous Trade" which are proposed to be shifted.

(ii) Although no explicit definition of the "Wholesale Trade" and "Hazardous Trade" has been mentioned in the DRP, the characteristics of Hazardous Trades will differ from commodity to commodity as is evident in the study carried out by PPW of DDA which has identified certain wholesale markets, which are hazardous because of their location in the congested areas such as :

- Plastic and PVC goods,
  - Chemicals, and
  - Timber
- and creating congestion on roads because of bulk handling activities such as :
- Food grains,
  - Iron and Steel,
  - Timber and Building Materials etc.

Since Delhi Master Plan will guide the future development, the Regional Plan may adopt the above findings.

As the Master Plan has been approved by Delhi Administration and is in the final stage of approval, we may accept the various recommendations made in the Master Plan.

(iii) The suggestion falls in the purview of the development proposals of Delhi Master Plan and the strategy of its implementation.

(iv) Another important factor which is required to be considered is that most of the trades with the exception of trade in specific few articles, is being handled by the trader & retailer as well as by wholesaler. No clear policy is spelt out in the plan as to in what manner such class of trades are proposed to be dealt with.

(iv) According to 200 old established trade patterns in Delhi most of the business establishments are being run/shops and/or offices with facility of godowns situated in the same or nearby locality. As the non-hazardous items which do not require much space are proposed to be retained in Delhi, it is necessary that space requirements should be clearly spelt out so as to give clear guidance as to which type of trade is sought to be shifted.

v) It is suggested that such trade which is identified as "wholesale" and Hazardous trade and are proposed to be shifted should be allowed to retain their establishments for administration activity and for storage of hazardous materials warehousing facility should be provided at the nearest point.

vi) It is also suggested that Wholesale trade and hazardous trade should be identified in consultation with trade representatives.

vii) It is observed that the Draft Plan under 3-tier system only selected trades are proposed to be shifted in a particular sub-region. Such a planning will cause much hardships to up-country clients as also to the population of NCR because to complete various requirements one shall have to undertake visit to all the three sub-regions. As such it will be advisable if planning is made

(iv) types of hazardous wholesale trades which are to be shifted out of Delhi have been spelt out in Delhi Master plan. The permissibility limits of the hazardous trades which perform retail trade will differ from commodity to commodity depending upon the space occupied and level of environmental impacts etc. which would be worked out while implementing Delhi Master plan.

v) This will be guided by Delhi Master plan landuse proposals and implementation strategy.

vii) This has already been done by PPW of DDA in 1981. No fresh survey, is, therefore, contemplated at this stage.

viii) The plan policies do not debar the location of retail as well as wholesale trade establishments anywhere beyond DMA.

1.

2.

3.

4.

in such a manner so that every sub-region bears wholesale as well as retail business activity in all the articles.

viii)

Time and again it has been recognised by the Central Govt. as well as by local Govt. that Delhi commands a status of major distributive centre in our country and for this very reason liberal policy in the form of exemptions and concessions in taxation matters was being allowed to Delhi. It is therefore strongly urged that as a matter of policy distributive character of Delhi should not be allowed to be disturbed at any cost. It is further suggested that as a precautionary measure and to fulfil the said motto appropriate steps must be taken to see that the neighbouring States in the vicinity of NCR do not adopt such taxation policy which may attract up-country customer to patronize trade in that State, instead of meeting their requirements from NCR as hitherto.

viii)

The Government has constituted a committee to evolve suitable fiscal measures its overall implications for NCR States and UT.

ix)

It is further suggested that it is normal tendency of a trader to acquire dwelling accommodation as nearest to business establishment as possible, it should be part of the plans to make appropriate provisions to facilitate purchase of land at no profit no loss

ix)

These would be considered by the implementing agencies while implementing the schemes.



1.

3.

basis and to provide financial facility as a part of fiscal incentives recommended in the Draft Plan, in the form of loan at a nominal rate of interest for building construction as well as business activity.

X) Because the Draft Plan spells out broad policy and survey of towns to locate suitable sites is to be undertaken, it is suggested ~~that~~ trade representatives should also be associated in such a task.

4.

X) The trade representatives would be associated in these surveys wherever considered necessary.

1.

2.

3.

4.

4/10

Federation of Delhi  
Trade Association  
(Regd.)  
76, Shardanand Marg,  
Delhi-6.

i) The time limit to lodge objections/suggestions should be extended by three months.

i) Necessary action in this regard has already been taken.

ii) The extended time should be utilised to hold discussions/seminars and competent officers should be deputed to clarify the policy to the traders and other sections of the society.

ii) Seminars and discussions on the Plan have been being organised by the Board.

iii) Wholesale items should be identified in consultation with the trade.

iii) This has already been done by the PW of DDA in 1981. This would be looked into at the time of conducting the study.

iv) Definition of 'Wholesale Trade' and 'Hazardous Trade' should be made in consultation with the trade.

iv) Although no explicit definition of the 'wholesale trade' and 'Hazardous Trade' has been mentioned in the DRP, the characteristics of hazardous trades will differ from commodity to commodity as is evident in the study carried out by the PW of DDA which has identified certain wholesale markets, which are hazardous because of their location in the congested areas such as :

- plastic and PVC goods,
  - chemicals, and
  - Timber
- and creating congestion on roads because of bulk

handling activities such as :

- Food grains,
- Iron and Steel,
- Timber and Building Materials etc.

Since Delhi Master Plan will guide the future development, the Regional Plan may adopt the above findings.

v) The DRP envisages shifting of only those wholesale distributive establishments which are hazardous in nature, to areas outside Delhi. An action plan is contemplated in collaboration with concerned authorities.

v) The concept of shifting of a particular trade or market as a whole should be reviewed to chalk out plan to disturb only selected establishments falling under governing policy and principle.

1.

2.

3.

4.

V) Special care is called for to ensure that for movement of any goods from one sub-region to other sub-regions within. NCR under 3 tier concept, that trade is completely exonerated of any type of tax, such as, Sales tax, Octroi and/or any other levy by the Central/State Governments or Municipal Authorities.

VI) Under the infrastructure facilities and Fiscal Policies, detailed policy must be divulged in respect to land prices as applicable in any sub-regions of NCR, facility of dwelling accommodation for the traders and employees as also in respect of education facilities for children within the same region, in the event of any trade/establishment is sought to be shifted.

VII) A convenient date and time may be fixed up and communicated well in advance to enable to hold a seminar of traders in pursuance of policy enunciated in the Draft Plan to hold threadbare discussions on various aspects of the Plan, in particular affecting present trade and business of the Union Territory of Delhi. It is further desired that an opportunity of a personal hearing may be given.

VI) The matter regarding having uniform Fiscal policy in NCR is being considered by the Committee constituted by the Government of India for this purpose.

VII) The participating states will work out details of such facilities in the project plans to be prepared and implemented by them in pursuance of the implementation of the policies.

VIII) The Association of Traders would be associated appropriately in formulation of action plan.



1.	2.	3.	4.
5/14	Director, Country Town and Country Planning Deptt; Haryana Government, Chandigarh.	The tentative location of distributive trades outside DMA as suggested in IDP-2001 NCR should also form part of the DRP-2001. In addition, few more centres like Sohna, Palwal, Rohtak, Gurgaon and Gurgaon for certain trades should be considered.	Surveys are contemplated to identify the places of location of distributive wholesale markets in the NCR. It would not be possible to identify locations without detailed surveys.
6/19	Joint Secretary to the Government of Haryana, Deptt; Industries, Chandigarh.	To reduce the congestion in Delhi, the Plan should recommend incentives outside the U.T. of Delhi as disincentives cannot be applied partially to the new units and control on existing units would create many problems.	This is already envisaged and recommended in DRP-NCR 2001. Both incentive and disincentive measures would be necessary for different policy zones.
7/18	Vice-Chairman, DDA, Vikas Sadan, INA, New Delhi.	The existing wholesale market within Delhi UT need to be relocated outside the central congested areas. New wholesale markets should be developed at the strategic location in the NCR to act as counters to those in Delhi.	This suggestion is already contained in the DRP.
8/23	Dr. V.Nath, Research Prof.; Centre for Policy Research, Vasant Vihar, New Delhi.	<u>Dispersal of Distributive Trade:</u> The DRP omits specific proposals for shifting wholesale trades which were given in the IDP. The DRP shifted in its emphasis from directing relocation through administrative measures in terms of economic and fiscal elements. Relocation of most of the wholesale trades is essential. Proposals are to be evolved by working Groups constituted for individual trade or groups of trades which have strong representation of merchantile community.	Studies have been contemplated for identifying the wholesale trades/establishments that could be relocated. In this, exercise, the concerned merchantile community will also be consulted and associated.

9/25.

Shri Gopal Bhargava,  
TCPO, Vikas Bhavan,  
I.P. Estates,  
New Delhi.

The wholesale trade for North India is located in Delhi creating congestion. There is a need for decentralisation the trade and commerce of Delhi.

The DRP-NCR has clearly indicated this proposal.

027. Shri Raghav N. Bhargava,  
President, New Delhi  
Traders Association,  
Connaught Place,  
New Delhi.

i) Retail trade has not at all been discussed and processed in the plan while discussing Trade and Commerce under chapter IV. Wholesale and retail trade has to develop simultaneously.

i) Retail trade in Delhi concerns Delhi Master Plan. Moreover, as it does not have regional implication particularly in view of achieving the objective of the NCR plan, it has not been discussed in the NCR plan.

ii) The Association vehemently opposes developing of roadside business which leads to disputes, congestions, unhealthy trade and environmental problems. The Association also opposes encouragement to Vir Bazar, Sunday Bazar and pedestrianisation of any kind of market. This is unhealthy trade practice, deprives the State of its revenue, against canons of social justice and encourages violation of labour and other loss.

ii) This concerns the Delhi Administration and DDA. However, informal sector activities form an essential component of any urban economic structure.

iii) As for shifting of existing established wholesale trade from congested areas, this will definitely invite resistance, litigation and agitations. The report is based on census of trade, carried out between 1981-83. By the time, this plan takes any concrete shape and reaches the stage of implementation, it will be another 5 years and trade will have been more soundly rooted to present premises.

iii) The recommendations regarding the wholesale trade in the DRP, in substance, mean dispersal of part of those trades which are mainly meant for areas outside Delhi.

iv) To encourage two-moto shifting, we suggest the following:-

iv) The DRP-NCR envisages provision of incentives and concessions for relocation and dispersal of the wholesale trades meant mainly for areas outside Delhi. The package of incentives and concessions has to be worked out in detail in consultation with the concerned State Government and Delhi Administration. These suggestions will be kept in mind while deciding the package of incentives etc.

(i) Healthy infrastructure should be developed to cover:-

a) tax free period of minimum 5 years.

a(i) tax free means from all local, municipal taxes, charges and levies.

- ii) This will help development of residential and commercial colonies, well integrated. It must be seen that in order to reduce movement of traffic in Delhi, these centres are self-sufficient on sound base.
- iii) For that cost of land should be comparatively low and building activity within provided and sanctioned plans should be encouraged on fact pace. Building material should not be taxed.
- iv) various fiscal measures (page 55 of the report) need to be seriously gone into and plan implemented. We suggest :
- 1.a. Within DMA, to start with, there should be no Central Sales Tax.
  - b. within DMA again, rates of sales Tax be brought at par allowing UT of Delhi the present preferential advantage to maintain its distributive character.
  - c.i) No octroi and/or entry tax with in this area.
  - ii) Total relief from municipal and other taxes and levies except charges such as for services, namely for water, electricity and the like.
  - d) schools, hospitals, transport, communication be developed as a total integrated part of Delhi, keeping in mind that we have to not only discourage but arrest population transfer to Delhi.
  - v) To find funds and revenues, private parties, who can finance and provide, should be involved.

1.

2.

3.

4.

11/29

Secretary,  
NCR Committee,  
PHD Chamber of  
Commerce and  
Industry,  
PHD House,  
Thapar House,  
New Delhi.

The recommendations for wholesale trade will remain a pious hope as in the case of Delhi Master Plan. This could be possible if the entire NCR is controlled for its implementation by a uniform common authority having necessary financial and administrative authority and not be individual units.

The NCRPB Act envisages implementation of the Plan by respective constituent States, while the NCRPB would coordinate implementation by providing a package of policy measures to achieve the plan objectives.

12/32

General Secretary,  
Rajdhani Estate  
Promoters  
Association,  
Indra Prakas,  
First Floor,  
21, Barakhamba Road,  
New Delhi.

11/29

Secretary,  
NCR Committee,  
PHD Chamber of  
Commerce and  
Industry,  
PHD House,  
Thapar House,  
New Delhi.

Retail trade has not at all been provided for or acknowledged in the Regional Plan. If the trade is not provided for, then roadside business, Sunday Bazaars, Pedestrian markets etc- will come up and create unhealthy trends.

The DRP is not explicit regarding the retail trade. It is presumed that the retail trades will come up as the wholesale trades are established. Since the DRP is at the regional level, the planning of retail trades will be dealt within the Master Plans of urban areas.



1.

2.

3.

4.

iii) For shifting of the existing wholesale trades from congested areas, there certainly be a lot of resistance, agitation. However, to encourage sub-moto shifting following may be considered :

- tax exemption of minimum 5 years from all local, municipal taxes, charges and levies.

- cost of land should be kept comparatively low and plans be sanctioned expeditiously. Building material should not be taxed.

- various fiscal measures need to be seriously gone into and plan implemented.

- within DMA, to start with, there should be no General Sales Tax.

- within DMA again rates of Sales Tax be brought at par.

- No octroi/Entry Tax should be levied within this area.

iii) A Committee has been constituted by the Central Government to suggest uniform tax structure and other fiscal measures which would inter-alia examine various aspects such as those made in the suggestions.

INDUSTRY

Sl.No./ Objection No.	Name of the Objectors with addresses	Summary of objections/ suggestions	Comments
1.	2	3	4
1/11.	Director, Town and Country Planning Deptt; Haryana Government, Chandigarh.	<p>1) Delhi and DMA towns should not be clubbed together so far as the disincentives for economic activities are concerned. In fact, there is a lot of scope for setting-up of industries, Govt. and Semi. Govt. offices and establishments of trade and commerce activities in DMA towns.</p>	<p>1) The objective of the plan is to control the growth of DMA because uncontrolled growth will have indirect environmental and other problems in Delhi. The DMA towns spatially are contiguous to Delhi and any development which would attract population to DMA towns will have adverse effect by way of congestion and stresses and strains on the services and environment of Delhi too. It was to treat the DMA excluding Delhi as a distinct zone for application of policy packages.</p>
		<p>(a) There should be no blanket ban on location of large and medium units in the DMA towns.</p> <p>(b) A moratorium period of years be granted during which Haryana would continue to pursue its present policies of industrialisation in this area.</p> <p>(c) Creation of new industrial infrastructure in Delhi should be totally banned.</p> <p>(d) Existing industries in the non-conforming zones of DUA should be shifted to DMA towns where industrial infrastructure exists.</p> <p>(f) There should be no need to link employment generation of a particular industry to its financial investment.</p>	<p>(a) to (d) &amp; (f) Since large and medium scale industries would have significant multiplier effect on employment generation, the policies for restriction of industrial activities in Delhi and DMA Policy zones of NCR have been formulated on the basis of the existing classification of industries and in consultation with the State Governments which have been duly approved by the Board. The existing unutilised infrastructure facilities in DMA towns will aid the planned development of DMA towns in accordance with population assignment based on controlled growth strategy of these towns. Only small scale consumer based industries are envisaged in DMA and non-conforming industries in DUA would be encouraged to be shifted to areas beyond DMA.</p>

3.

(e) Facilities for all major clearances like import and export of products, offices of the licencing authorities etc. should also be located in DMA towns. Location of these facilities will diversify the employment pattern in DMA towns for which there would be a serious need if future industrial growth is to be discouraged in these towns.

iii) The Baijal Committee be apprised of the policies and programmes of development envisaged by the NCRPB for the NCR region, so that they may suitably modify their recommendations to exclude the NCR region from the applicability of their recommendations.

(b) Entire remaining area of NCR should be declared as industrially backward area wherein all types of incentives and facilities should be made available for accelerating industrial growth.

(c) The types of industries which need to be encouraged in the NCR area should be identified after a detailed study.

4.

(e) Location of facilities for major clearances and licencing etc. could be considered in DMA towns as per suggestion.

iii) The NCR Plan envisages industrial development of the region (excluding DMA) with incentives. The Central Govt./the Ministry of Indl. Development is represented in the NCRPB and have endorsed the above recommendations. However, the matter would be taken up with the Ministry of Industry in the context of Baijal Committee recommendations for consideration and suitable decision.

(b) All types of industries could be encouraged in the region beyond DMA as envisaged in the DRP 2001. Obnoxious and hazardous industries would, however, be located in appropriate designated areas.

(c) The suggestion is accepted.

1	2	3	4
2/11	Director, Town and Country Planning Deptt; Govt. of Haryana, Chandigarh.	The present system of clearance of projects should continue without any reference to the NCR Board.	The suggestion seems to relate to clearance of projects for industries in NCR. At present, there is no such system of clearance by the NCRF. It has now been proposed that the NCRPB should be represented on the Licensing Committee of the Ministry of Industry while deciding the clearance of projects.
3/15.	Baghat Sardhana Vikas Parishad, Arya Niwas, Kasba Dognat, Meerut.	<p>i) A sugar factory should be established at Pushar or at Kanhar, Palakapur and one at Binauli.</p> <p>ii) Baraut should be developed as industrial venture.</p>	<p>i) This concerns the State Govt.</p> <p>ii) This may be considered in the Sub-regional Plan.</p>
4/	Sr. Vice-Chairman, Alwar Chamber of Commerce and Industry, Alwar, Rajasthan.	<p>i) Trade and Commerce : Central Subsidy by NCR should be given for 10 years to attract industries to the under-developed Matsya Industrial Area, Shahjahanpur, Behror and Bhiwadi and Alwar-Jaipur Road.</p> <p>ii) Public Sector giants like Maruti, Hero Honda, DCM Toyota are going for massive industrial programmes. Govt. of India may announce certain incentives for setting up unit in Alwar distt. in NCR.</p>	<p>i) The DRP has proposed incentives for location of all types of industries in the priority towns which include Alwar and Bhiwadi also. For the remaining towns, the Sub-regional plan will make suitable recommendations.</p> <p>ii) The policy for location of industry in priority towns with incentives has been included in the Draft Regional Plan.</p>



1.

2.

3.

4.

iii) In view of shifting of industries from Delhi UT and DMA to Alwar District it is necessary to set up Coal Depot, Sale Depot and Depot for Chemicals.

iv) A separate Authority like NOIDA should be set up for industrial development of Rajasthan Sub-region.

Vice Chairman,  
DDA, Vikas Sadan,  
INA, New Delhi.

5/18.

i) The DRP-NCR 2001, recommends restriction of industrial units with more than 20 workers in Delhi. But the DMP for Delhi perspective 2001 submitted to the Government recommends restriction of industrial units with more than 50 workers. Therefore, the limit of 50 workers for industrial units of Delhi may be kept in place of 20 workers as suggested by DRP.

I) One of the factors for an unprecedented population growth in Delhi has been identified as increasing employment in the industrial activities. With a view to curb the growth of population, the DRP envisages allowing only small scale industries in Delhi with 20 persons or less per Unit. There is no justification for increasing employment in small scale units to 50 workers. The DMP should be revised accordingly.

ii) The Industrial Policy is formulated by the Delhi Administration. The Chief Executive Councillor, Chief Secretary and L.G. Delhi, who are the senior most functionaries of Delhi Administration and they are also members of the NCRPB. As such further representation of the NCR Board on the Licencing Committee is not desirable.

ii) This is considered essential in the context of ensuring the implementation of industrial policy envisaged in the Plan.

1

2

3

4

6/23.

Dr. V.Nath,  
Research Prof.  
Centre for Policy  
Research,  
Vasant Vihar,  
New Delhi.

### Dispersal of Manufacturing Industries:

Strong Opposition of some labour unions for shifting their industries to new locations illustrates the difficulty of shifting even large units. Many of the towns both in DMs and the priority towns list suffer from serious infrastructural deficiency in terms of transport and telecommunication links, power shortage etc. There will be a change in the mix of industries in the Delhi UT from older, polluting, stagnant or declining to the new, rapidly growing, new tech catering to the specialised demands including that of export markets. These should be noted in the NCR Plan.

As the wind direction is from North-west direction, the new industries should keep this in view in their locations.

7/24.

Director,  
UIT, Alwar

8/25.

Shri Gopal Bhargava,  
TCPO, Vikas Bhavan,  
I.P.Estates,  
New Delhi.

The strategy of the NCR needs to accord importance to agro-industrial development and, small and medium towns should become growth centres.

The points are well made.  
All these will be taken note of while finalising the Plan.

This need to be looked into by the Town and Country Planning Deptt./UIT Alwar at the time of planning and approving the development schemes.

This will be covered in the Sub-regional Plans.

- i) The NCRPB deliberated this at length and approved the classification of industries as adopted by the Ministry of Industry.
- ii) To facilitate and encourage shifting of Industries, the DRP-NCR envisages a package of incentives and concessions including fiscal measures.

- i) The classification of industries used for the policy package in the DRP is based on the investment and not on the employment potential. Many large units using high technology.
- ii) Before any industry is asked to shift to any other area, adequate infrastructure and civic amenities should be ensured.

Secretary,  
NCR Committee,  
PHD Chamber of  
Commerce and  
Industry,  
PHD House,  
Thapar House,  
New Delhi.

10/32

Rajdhani Estate  
Promoters and  
Builders Associ-  
ation, Indira Park,  
21, Barakhamba Road,  
New Delhi.

The alternate land should be allotted at the same rate at which the existing premises area, if at all, to be acquired. Alternatively, the entrepreneurs should be given the option of getting land in exchange as also retaining and developing the existing land for use specified in the Plan document;

Fiscal incentives be provided for shifting the industry to take care marginally of the increase in the total expenses.

1	2	3	4
---	---	---	---

11/31

Shri Om Kumar,  
Vice-Chairman,  
DDA, New Delhi.

i) The level of incentives for setting up of new industries and generation of commercial activities has to be at a higher level than Delhi. For otherwise, it would be only a futile effort to shift activities outside Delhi.

ii) For decongestion in Delhi and shifting of obnoxious and hazardous industries in Delhi, the areas should be reserved for such units.

i) The NCR Plan proposes a package of incentives and concessions to be given to encourage economic activities to be deflected and dispersed in the priority towns outside Delhi. The details of the incentives need be worked out in consultation with the State Government departments.

ii) The areas for obnoxious and hazardous industries will be earmarked in the respective master plans of the towns by the concerned State Government authorities.



FISCAL MEASURES

## Comments

## Summary of objections/ suggestions

Sl.No./ Name of the objectors  
Objection with addresses

No.

1

2

3

4

1/11

Director, Town and  
Country Planning Deptt;  
Government of Haryana,  
Chandigarh.

NCR area should have uniform Sales Tax  
structure. Consignment tax should be  
levied at the earliest possible.

The Board has set-up a  
Committee to look into  
the tax structure of  
the constituents of NCR  
as a whole.

2/19.

Joint Secretary to  
Government of Haryana,  
Industries Deppt;  
Chandigarh.

3/15.

Baghpat Sardhana Vikas  
Parishad, Arya Niwas,  
Kasba Doghat,  
Meerut.

Arrangements to deposit the levys  
and taxes etc. at the State Bank  
of India Branch at Baraut should be  
made.

This concerns the State  
Bank of India and the  
concerned State  
Government.

4/16.

Sr. Vice-Chairman,  
Alwar Chamber of  
Commerce and Industry,  
Alwar, Rajasthan.

Tax structure in NCR should be  
uniform including Octroi.

A Committee on fiscal  
aspects in NCR has been  
constituted by the Govt.  
of India to look into  
the matters relating to  
tax structure in NCR.

5/25.

Shri Gopal Bhargava,  
TCPO, Vikas Bhavan,  
I.P. Estates,  
New Delhi.

There is<sup>a</sup> need to ensure an  
uniformity in sales tax and  
power tariff for accelerating  
tempo of economic development  
in NCR.

A Committee on fiscal  
issues in NCR constituted  
by the Govt. of India is  
looking into the tax  
structure of the NCR. The  
subject of power tariff is  
within the purview of the  
State Electricity Board  
and the State Government.

Sl No./ Objection No.	Objectors with Addresses	Summary of Objections/Suggestions	Comments
(1)	(2)	(3)	(4)
1/1. Volunteer-In-Charge Computers Education-Cum-Protection Centre, A-375, Pocket-I, Janata Flat, New Delhi - 110 063.		Before the plan is finalised and development programme is taken up, the transport network should be thought of as a pre-requisite.	The suggestion is well taken. A well knit transport network has been contemplated in the Draft Plan for the NCR.
2/2. Mangeram Arya, Kasba Dognat, Meerut (U.P.)		i) At present, one DTC bus plies from Dognat to Delhi. This is insufficient. This should be increased to two.	i) This concerns the DTC/UPSRTC.
3/3. Director (CP) DDA 3rd Floor, Vikas Winar, New Delhi.		ii) There should be a stopping of buses at Dognat and Pushar Chowpala for the buses bound to Rishikesh from Delhi. This will benefit the local people.	ii) This concerns the State Roadways.
		i) Plan should be prepared to urban rails for settlements with a projected population of one million and above.	i) The Draft Regional Plan contains proposals for inter-city road and rail network. The plans for intra-urban transport would be the responsibility of local bodies, State Governments.
		ii) population of Delhi by 2001-AD will be about 20 million with 26 M. passenger trips per day out of which 10 M. passenger trips can be taken by roads and the balance 10 M. by LRT or heavy rails.	ii) population of Delhi will be restricted to 11.2 million by 2001 according to DRP NCR-2001. The plan for intra-urban passenger movement is to be prepared by the Delhi Administration
		iii) Metre gauge from Rewari to Delhi should be converted into BG and its terminal should be located somewhere near Brar square.	iii) At present, only a high capacity fast mode of mass transport is contemplated.

1.

2.

3.

4.

6/30.

Sh. R.S.Bhatnagar,  
Managing Director,  
Udyog Bharti (P) Ltd;  
57-M, C.Place,  
New Delhi.

i) For centuries, Delhi has been the distributive centre of the North. Concessions in sales tax were granted in recognition of this role, and for its continuation. These concessions must continue. Better incentives should be offered for shifting.

ii) To identify trades for development in other towns, the 1981 statistics will not do. These must be updated before taking any drastic steps. A realistic assessment of the correct position must be made.

iii) There should only be incentives and no disincentives.

iv) There are obvious mistakes in table 4.14 and 4.15 (pages 46 & 47). These have to be corrected.

The DRP- NCR advocates a set of concessions and incentives for shifting of wholesale trade establishments to outside areas and disincentive in Delhi.

ii) Studies are contemplated for a realistic assessment of the trades identified for relocation.

iii) The DRP-NCR while largely advocating incentives, identifies a few areas for disincentives where it is necessitated.

The statistics and information will be verified from the sources and corrected in the final plan if found necessary.

7/31.

Shri Om Kumar,  
Vice Chairman,  
DDA, Vikas Sadan,  
INA, New Delhi.

To reduce the congestion in Delhi, the plan should recommend higher rates of incentives for specially new business activities like industry, trade and commerce outside the Delhi UT.

The DRP-NCR includes suggestions on package of incentives/concessions to be given at the priority towns for development of economic activities. This may include new business activities as well as relocation or expansion of those existing in Delhi.

(1)

(2)

(3)

(4)

6/19. Joint-Secretary to  
Govt. of Haryana,  
Industries Deptt.  
Chandigarh.

11. Director, Town and  
Country Planning  
Deptt., Haryana Govt.  
Chandigarh.

ii) The link between Delhi and Rohtak  
of National Highway No. 10 should  
also be upgraded to the level of  
M-1 Motor way similar to the  
portion between Rohtak and Hansi.  
Similarly, Express way should be  
proposed between Gurgaon and  
Faridabad.

consequent need for more and more  
area. Location of the same, in  
the DMA towns will equally affect  
Delhi. For location of ICD and  
CFS, a separate study may have to  
be conducted.

b) Rail link connecting Palwal with  
Schna, Rewari, Jhajjar and Rohtak  
is absolutely necessary in order  
to open up the interiors of  
Haryana NCR and should be included  
in the Draft Plan.

This proposal is based on the de-  
tailed study of the Transport Net-  
work traffic characteristics. The  
volume of traffic between Delhi and  
Rohtak may be catered through the  
existing NH. Whereas with the  
introduction of additional outer  
and inner grids of M-11, the tra-  
ffic volume will increase substan-  
tially beyond Rohtak and, that will  
require improvement/conversion into  
M-11. The stretch between Gurgaon  
and Faridabad does not justify the  
functional requirement of an Express  
way.

b) This is recommended in DRP after  
2001.

7/12. Delhi Regional Chapter  
ITPI, New Delhi

i) The analysis of the existing trans-  
port network and travel character-  
istics are inadequate. The fore-  
cast of traffic volume are vague and  
unrealistic.

i) The traffic and transport study  
has been done in depth by reputed  
consultants.

ii) There are some important links mis-  
sing in the regional network both  
in respect of roads and railways.  
These may not be justified by the

ii) The possibility of transport link  
has been studied and analysed for  
alternate scenarios by the consul-  
tant. The network proposals



(1)	(2)	(3)	(4)
4/5. Director, NCR-cum-Secretary, U.I.T. - Alwar.	iv) Location of new rail terminal at Safdarjung is not possible and as such should be shifted to Brar square.	iv) This need to be studied by D.D.A. for incorporation in the Delhi Master plan.	
	i) To reduce the travel time from the first priority town Alwar to Delhi, it is suggested that the metre gauge double line electrification be extended upto Alwar.	i) The study by the consultants for Transport plan, NCR has not found justification for this proposal for the perspective of 2001. However a dedicated railway line with diesel traction has been proposed between Delhi. ii) This is already approved by Alwar Ministry of Railways and work is in progress.	
iii)	It is suggested that distant NCR settlements like Panipat, Alwar, Rohtak, Bulandshahr be inter-connected by Air amongst themselves and connected to Delhi. The air services development in the NCR would expedite the development.	iii) The proposal finds a mention in the Draft Regional Plan. However, this needs an indepth study.	
iv)	The road network seems to be satisfactory with the provisions of express highway from Delhi to Behror and the development of Alwar, Tijara, Phiwadi road as M-II level road.	iv) No comments.	
v)	Kama and Deeg Tehsils of Bharatpur Distt. are suggested to be included in the NCR plan because of utilisation of proposed BG line by Railways from Alwar to Mathura.	v) The proposal of the State Govt. was examined in NCR Planning Board and State Government has been requested to furnish data justifying the inclusion of Kama and Deeg Tehsils in the NCR.	
5/11. Director, Town and Country Planning Deptt. Haryana Govt. Chandigarh.	i) Location of ICD at Faridabad and container Freight Station (CFS) at Panipat should be considered.	i) The activities connected with ICD multiply overtime with increasing employment opportunities and	

(1)	(2)	(3)	(4)
-----	-----	-----	-----

trend based data but they are very basic for growth direction in the region.

suggested on the Plan are objective effective and economically justified.

iii) Unified metropolitan transport authority should be set up for the region.

iii) This is already recommended in the DRP-NCR - 2001.

8/14. K.C. Tewari,  
Transport Planner,  
DTC(HQ), I.P. Estate,  
New Delhi.

i) Adequate attention in the development plan is needed to be paid to the growth and needs of intra-urban traffic of Delhi and major regional towns. Hardly any attention has been paid.

i) The growth and needs of intra-urban traffic of Delhi and major regional towns are considered in the respective Master Plans. The Draft Regional Plan-NCR deals with only inter-urban movement. The transport plan is based on nodal concept where each of the important towns has been considered as a separate entity/node.

ii) Bus transport system alone would not be able to adequately meet the inter-urban or intra-urban travel requirements of Delhi, other major towns of NCR or NCR. Adequate attention is needed to be given to augment and introduce various type of mass-transport systems like Buses/IRT/Trains/Electric Trolley Buses/Metro/Electrified rails etc. Energy conservation and environmental impacts of all these systems are needed to be included.

ii) The Transport Sector Plan for NCR, through a study nearing completion, will incorporate these aspects in the Final Regional Plan.

iii) A comprehensive programme of coordinated development, including fleet requirement, infrastructural requirements (land for right of way, depots, terminals and the inter-change facilities) within Delhi, major towns of NCR and in NCR is needed to be formulated. Establishment of NCR, public Transport Corporation may also be examined.

iv) 6-Lane/Express ways with new alignments and especially parallel to National Highways must be replaced by a track based mass transport system (Electric Rail or LRT), considering the huge investment of express ways, the poor vehicle ownership in the NCR, high energy cost, more pollution etc. on new or parallel National Highways-Behror (Jaipur side) to Meerut and Hodal to Panipat via Ghaziabad should have 2/4 track based electrified rail system.

v) In place of 'Motor ways' terms like National Highways/State Highways should be used. As IRC has given complete standard and specifications for such roads.

vi) Projection of trips has been done mainly based on time-series trend and the assumptions made are vague and unrealistic.

vii) Modal share in favour of energy efficient, effective and economical public transport system should have to be kept substantially high as compared to personalised road transport system.

iv) These suggestions have been duly considered in the study relating to Transport Sector Plan which is under finalisation. The final Regional Plan will incorporate appropriate recommendations.

v) The suggestion is well taken and will be incorporated in the Final Plan.

vi) This statement is factually incorrect. Projection of trips are based on realistic approach using the assigned population and envisaged development scenarios of the selected centres. **They are not based on time series trend.**

vii) All these suggestions are incorporated in Draft Regional Plan- 2001 and are being refined wherever necessary in the Final Plan.

(1)	(2)	(3)	(4)
viii) Technology development in mass transport system and similarly the use of air transport in short distance intra-urban transport, inter-urban transport is needed to be considered in a comprehensive manner.	ix) State Transport Corporations should also be included in the State Govt. Department agencies in the proposed organisation structure.	viii) This suggestion has been incorporated in the Draft Regional Plan-2001 and is being refined suitably in the Final Plan.	ix) The Draft Regional Plan-NCR has proposed Unified Metropolitan Transport Authority for the NCR which may be represented by the State Transport Corporations.
x) The statement given in 5.6/II on page 67, 68 are needed to be re-examined from the "transport accessibility as a potential for growth" point of view and not just by economic terms. Moreover, on the basis of surveys and studies conducted in 1987 to see the economic viability for 2001 is quite questionable.	xi) Communication facility development in NCR and its impact on transport demand and infrastructure facilities is needed to be assessed as both are inter-linked and inter-dependent.	x) These statements contained in DRP 2001-NCR are based on findings of studies and surveys conducted on scientific basis.	xi)
xii) Unified Transport Development Authorities are needed to be established at NCR, major urban towns and Delhi and local small towns for coordinated, continuous and comprehensive development of all transport systems. They should ensure horizontal and vertical control.	xiii) The transport chapter is needed to be thoroughly revised to make it effective, efficient and implementable.	xii) An Unified Metropolitan Transport Authority for the entire NCR is envisaged in the DRP - NCR-2001.	xiii) The findings and proposals of traffic and transport study as in the DRP, where found necessary, are being re-looked into.

1	2	3	4
15.	Baghpat - Sardhana Vikas Parishad Arya Niwas, Kasba Doghat, Meerut.	<p>i) DTC and Roadways buses should be introduced from Delhi to Doghat.</p> <p>ii) There should be a stopping at Pusher and Daha for the buses plying between Delhi and Rishikesh via Baraut-Budhana.</p> <p>iii) There should be same fare as DTC buses for other buses plying within NCR.</p> <p>iv) Roadways bus services should be extended upto Tikri town.</p> <p>v) Delhi-Saharanpur road should be declared as National Highway.</p> <p>vi) A road should be constructed from Aminagar Sarai to Gwali Khara.</p> <p>vii) Construction of a road from Baghpat to Binauli via Nirojpur-Khurja-Gathina.</p> <p>viii) Construction of road from Mitli to Binauli.</p> <p>ix) Construction of Doghat-Nipura road (length 4.4 km).</p> <p>x) Half constructed road from Doghat-Chittan-Kheri should be constructed (length 1.5 km).</p> <p>xi) The link road connecting Veterinary Hospital with Sujti Chowk should be constructed.</p>	<p>i) This concerns the DTC/UPSRTC.</p> <p>ii) This concerns the State Roadways Transport Corporation.</p> <p>iii) These suggestions could be considered in the Sub-regional Plans by the concerned State Governments.</p> <p>iv) This road does not serve the functional pre-requisites of a NH at present.</p> <p>v) These suggestions could be considered in the Sub-regional Plans by the concerned State Governments.</p>



(1)	(2)	(3)	(4)
10/16. Senior Vice-President Alwar., Chamber of Commerce & Industry, Alwar, Rajasthan.	<u>Transport:</u> i) Speedy and subsidised transport be provided in order to check the migration of rural population to urban area.	i) Speedy and subsidised transport service may not check the migration from rural to urban areas. However, inter-settlement transport network up to certain level would be considered in the Sub-regional Plan.	
	ii) Delhi, Shiwadi-Kishangarh-Alwar be declared as "Express Way".	ii) The estimated traffic generation and volume by-2001 on this road does not satisfy the functional prerequisites of an express way.	
	<u>Rail:</u> i) Speeding up the completion of Alwar-Mathura B.G. line.	i) This line lies outside the MCR. The suggestion may be taken up with the Ministry of Railways.	
	ii) Addition of more coaches in the trains between Alwar and Delhi.	ii) The DRP includes these proposals.	
	iii) Double line between Alwar-Delhi and Electrification of the same.	iii) &	
	iv) Starting of Electric Trains like Bombay between Alwar and Delhi.	iv) The Transport Study for MCR does not find justification for electric trains between Alwar and Delhi till 2001.	
	v) To integrate road and rail services and creation of unified Sub-regional Transport Authority.	v) The DRP recommends integration of transport services and creation of Transport Authority for the Region as a whole. However, the creation of Sub-regional Transport Authority may not be justified at this stage.	

(1)

(2)

(3)

(4)

Airways: Alwar and Bhiwadi should be connected with Vayudoot service and daily flights be arranged.

11/17. Chairman NOIDA,  
NOIDA, U.P.

i) NOIDA had got a study carried out by RITES for a rail link to NOIDA. A proposal was put up by RITES to link Sahibabad area with NOIDA. The NCR draft plan does not provide for a rail link with NOIDA. It would be essential to make provision for the rail link specially now because of the location of NOIDA Export processing Zone and movement of goods and passenger traffic.

This may be considered in the sub-regional plan for Rajasthan Sub-region.

i) The proposal for Railway link between Sahibabad and NOIDA would be considered in the Final plan based on its merits and justifications. However, the expert consultants for transport study in NCR have not indicated the said link as necessary upto 2001.

ii) The present approach to NOIDA from Delhi is only through Nizamuddin bridge. This bridge was envisaged much before for the planning of NOIDA township for Ghaziabad and the trans-Yamuna Delhi area and does not serve NOIDA basically. So the draft Master plan for NOIDA has proposed a bridge over Yamuna about 200M north of the existing old Okhla barrage. This bridge would connect Mathura Road from near Holi Family Hospital and through to Nehru place. Although the Okhla approach roads on both Delhi and NOIDA sides have yet to be constructed, would connect NOIDA at village Madanpur Khadar slightly north of Badarpur, would not definitely serve the purpose of a link with Delhi. Hence, the bridge proposed over Yamuna near Friends Colony would facilitate movement of passengers effectively from Delhi to NOIDA, and vice versa.

ii) The DRP-NCR has not envisaged a bridge/link with NOIDA near Friends Colony. However, the DRP has proposed a bridge on river Yamuna on the proposed expressway connecting Faridabad-NOIDA-Ghaziabad.

(1)

(2)

(3)

(4)

12/18. Vice-Chairman  
DDA Vikas Sadan  
INA, New Delhi.

i) Transport: The increase of the freight movement should not be in Delhi but in the remaining parts of the NCR and necessary infrastructure be provided in the NCR.

i) The DRP envisages dispersal of economic activities which in turn will reduce freight movement in Delhi. The transport sector plan has considered this aspect.

ii) a) Railway bypass through Meerut, Hapur, Bulandshahr, Palwal, Sonna, Rewari, Jhajjar, Rohtak and Panipat is one of the important recommendations of the IDP and was repeated in the DRP but the line is not indicated in the landuse map.

a) The surveys and studies on transport network in NCR conducted subsequently in 1987 do not justify the railway bypass till 2001. However, in a longer perspective beyond 2001, this bypass is considered necessary to facilitate intra-urban commuter traffic. As such, since the line is not justified till 2001, the same has not been shown on the landuse map for 2001.

b) The NCR Plan should mention that the existing ring rail and spurs in DMA should be used for intra-urban passenger movement.

b) The suggestion is well taken and may be examined before finalising the Plan.

c) The Safdarjung station can not be accepted as a metropolitan passenger terminal. This would mean more and more trains coming to Delhi for change of direction by passengers. This would create congestion in Central Delhi area and on its roads.

c) The suggestion is well taken and will be incorporated accordingly in the Final Regional Plan.

iii) Expressway concept should not be confined to NCR. It should be extended to important settlements beyond NCR boundary like Agra, Jaipur, Ambala etc.

iii) The Plan envisages stimulated and induced growth of selected urban centres in particular and NCR as a whole in general. The envisaged growth of the NCR by 2001, justifies the need for the suggested expressways. Should a need arise for such extension of expressway beyond NCR after 2001, this may be taken due care of subsequently while revising the regional plan for NCR every five years.

(1) (2)

(3)

(4)

13. 21 Baghpat-Sardhana-  
Vikas Parishad  
Gwali Khan, Meerut.

i) Delhi-Yamunotri road should be declared as national highway with a r/w of 40 metres, and with more r/w in Baghpat town area to avoid the need for bypass.

i) The traffic and transport study for the NCR has recommended the need for Express highway upto Meerut while for the stretch which falls outside NCR, no recommendation has been made.

ii) Baraut-Chowpala road upto Dak Bungalow be widened to 40 metres to serve as one way traffic.

ii) These are concerned with the  
& State Government.

iii) At Baraut, all the roadways buses stop should be at the pond.

iii)

14. 23 Dr. V. V. Math  
Research Professor  
Centre for policy  
Research Vasant  
Vihar, New Delhi.

i) Construction of express Ways and other motor ways to facilitate movement of high volume traffic between Delhi and DMA and priority towns may have to be deferred. Instead modest improvements in the existing highways may be included.

i) Only those sections and improvements which are necessary will be taken up in phases in consultation with the Ministry of Surface Transport.

ii) Traffic Corridors: The DRP or the IDP does not discuss the possible increase in traffic or congestion in Delhi as a result of growth of the DMA and priority towns. Therefore, do not outline any measure to counter it.

ii) The DRP (Chapter-5) includes the projection of passenger and goods movement between Delhi and the DMA and Priority Towns and also spells out the strategy and proposals to meet the projected volume of traffic. This is further being supplemented through subsequent findings and further analysis by the Consultants, which will be incorporated into the Final plan.

(1)

(2)

(3)

(4)

15 Director NCR-cum-  
24 Secretary UTR.,  
Alwar.

1) The double electrified M.G. line which has been proposed from Delhi to Rewari should be considered for extension upto Alwar.

11) The proposed expressway connecting Delhi to Behror should pass via Bhiwadi and Alwar.

1) The DRP recommends a dedicated M.G. diesel railway line from Delhi to Rewari/Alwar. Electric traction of it will be considered when justified.

11) The transport studies for NCR by the Consultants do not justify an Expressway upto Alwar till 2001. However, a road of NH standard (M-II) has been proposed in the DRP upto Behror. To upgrade the Alwar-Behror link to NH standard, study may have to be conducted to justify the same.

111) Alwar-Mathura B.G. railway line which is under consideration for a long time should be taken up in the NCR Plan.

111) This line lies outside the NCR. However, this is already approved by the M/O Railways and the work is in progress.

16 Shri Gopal Bhargava  
25 Town & Country Planning Orgn. Vikas Bhawan, New Delhi.

1) There is a need to provide cheap transportation in NCR Towns. The Octroi tax should be abolished to ensure the effective flow of commodities, raw materials in the NCR.

1) The observation does not seem to be sound. Irrespective of the cost of transportation and abolition of Octroi tax, the population size of most of the NCR towns keep rapidly increasing and, commodities and raw materials keep flowing into them to their best advantage. However, issues relating to transportation cost and octroi tax concern the State Government.

11) The railway authorities have pointed out that electric suburban trains are not running to their full capacity. The city bus services are also running empty, just because the time schedule is not adhered to. Thus, resulted is inconvenience to the Public.

11) This concerns Road Transport Corporations of the State Governments. However, it is not understood as to what prevents people to move out of Delhi to suburbs when the same DTC operating in Delhi ply number of buses to its suburbs, with an uniform bus fare structure.



(1)

(2)

(3)

(4)

16.  
25

Contd.

- iv) The commuters from the NCR towns and working in Delhi purchase their daily requirements from Delhi. There is need to open super bazars in the NCR towns as commodities prices are expensive.

- iv) This concerns the State Governments and local authorities of the towns.

17.  
26

Dr. M.C. Sharma  
President,  
Loni Kshetra Vikas  
Mahasangh, Loni  
(U.P.)

- i) Approximately, 10, 000 is the figure of daily passengers who daily up-down Delhi-Loni. In case this very place is developed within time suitably, it will be able to shoulder a big part of population density of greater Delhi thereby reducing the population like of Delhi.

- i) This may be taken up with the local body and the State Govt.

18.  
30

Sh. R.S. Bhatnagar,  
Managing Director  
Udyog Bharti (P) Ltd.,  
57 M - C. Place  
New Delhi.

The airport facilities of Delhi cannot be duplicated easily in other towns earmarked for development. This attraction will continue. Provision for air fields in these towns should, however, be made.

The DRP-NCR suggests extending where justified air services to the regional centres on priority basis through short distance carriers.

19.  
31

Shri Om Kumar  
Vice-Chairman  
DDA Vikas Sadan,  
New Delhi.

Provision of quick and efficient transport system connecting the areas with Delhi is another aspect to be looked into. To begin with, EMU or Diesel suburban services need to be introduced at the earliest, and need be even on anticipation of the approval of the overall NCR plan.

The proposals to provide quick, cheap and efficient transport system through the transport studies for NCR by expert consultants are incorporated in the DRP-NCR. The transport studies including suburban rail services are nearing completion and their findings will be incorporated in the final plan.

## VI TELECOMMUNICATIONS

Sl No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
1/12	Delhi Regional Chapter, ITPI, New Delhi.	The pre-requisites demanded by the telecommunications department for providing basic infrastructure should be accepted not only for the telecommunication but for other infrastructure facilities like transport and power supply.	The suggestion has been well taken in the DRP.
2/16	Senior Vice President, Alwar Chambers of Commerce and Industry, Alwar, Rajasthan)	Telecommunications : Automatic exchange and direct dialing facilities like Delhi and speedy and efficient telegraph offices be provided in NCR of Alwar district. Replacement of all life-expired exchanges and other equipments. Telephone and Telex connection be given practically on demand.	The DRP has already recommended provision of these facilities.
3/30	Shri R.S. Bhatnagar, Managing Director, Udyog Bharti(P) Ltd., 57-M, Connaught Place, New Delhi.	All telephone exchanges within the region should be linked to Delhi like other out-lying areas of Faridabad, Ghaziabad etc.	The DRP-NCR proposes inter-alia provision of STD facilities between Delhi and the priority and DMA towns and, reliable trunk services either by direct dialing or through demand service among the priority and DMA towns by 2001.

Sl No./ Objection No.	Objectors with Addresses	Summary of Objections/Suggestions	Comments
(1)	(2)	(3)	(4)
1. 2.	Mangeram Arya, Kasba Doghat, Merrut (U.P.)	Electricity should be made available in Doghat Kasba for 18 hours instead of 12 hours as at present.	The Draft Regional Plan has re- commended for an uninterrupted supply of power in the entire region
2. 3.	Director (C.P.) DDA, 3rd Floor, Vikas Minar, New Delhi.	1) The power demand in NCR will be 10,000 MW by the end of the century. Can so much power be made available? If yes, at what cost and from what sources?	1) The power demand will be around 8,000 MW for NCR by 2001 and of which the DESU alone would gener- ate 4,000 MW for which DESU has already a plan. For the rest of the region, the power demand is on almost normal trend of increase and this has to be met from the regional grids fed by Super Power Stations and others.
3. 11	Director, Town and Country Planning Deptt. Haryana Govt. Chandigarh.	1) Is it feasible to have separate authority for power, water, sewerage etc.? Then, why not NCR act as an authority for Planning coordination, integration, evaluation and monito- ring of all the important subjects, namely, water, power, sewerage, drainage, telecommunications trans- port etc.	1) It is feasible to have separate agency at least for power in the entire NCR. Other services will be under State/Central agencies as at present. The Draft Regional Plan recommended setting up of a separ- ate Power Agency for the NCR. The NCR Planning Board is the apex body for planning, coordination, integration and monitoring.
4. 19	Joint-Secretary to Govt. Haryana, Industries Deptt. Chandigarh.	1) Power availability in entire NCR should be brought at par with DUA in order to attract industries to attract industries to DMA and NCR areas.	1) The DRP-NCR-2001 recommended uninterrupted supply of power to all points in the region to accelerate the pace of develop- ment to attract industrial and other economic activities in order to absorb the Delhi bound potential migrant popu- lation.

1.

2.

3.

4.

3-  
11-  
Director Town and  
Country Planning  
Deptt. Haryana Govt.  
Chandigarh.

(ii) Power Development :

(a) On page 74 Table 7.1, Power Generation Programme in the NCR in the proposed generation, it has been mentioned Panipat Unit 4 and 5 as 2x100 MW. It needs to be corrected to read as Panipat Stage-IV Unit No.6(HSEB) 1x210 MW and correspondingly the totals may be corrected.

(b) On page 75-(ii)-Haryana, it has been mentioned that Haryana receives power from BBMB Pong, Dehar etc. This should be corrected to read as "Haryana receives power from Bhakra Nangal Complex, Dehar and Pong Power Houses under BBMB", besides other stations as already mentioned.

(c) In the same para, it has been mentioned that in Haryana, as a whole during 1986-87 only 5147 M.Us. was available as against a requirement of 5945 M.Us. with a shortage of 13.4%. The figures given here are not correct. The actual availability in Haryana during 1986-87 was 4848 M.Us. (Restricted) against a projected requirement of 7064 M.Us. in the 12th Annual Power Survey Report. Thus, the shortage of energy has been about 30% in the State during 1986-87.

(ii)  
(a) & (b)

This was the information from the State Electricity Board. If this is wrong, it will be corrected after verifying from the State Electricity Board.

(c) The source of information is the Department of Power, Ministry of Energy. The data would be verified with the Ministry of Energy while preparing the Final Plan.

1. 2. 3. 4.

11- (Continued)

(c) On page 80 "upto 7th Plan-(ii)-Haryana Sub-Region"- Last sentence be read as under :

"To cope with the demand of accelerated growth, additional capacity of 1x210 MW at Panipat under Stage-IV (Unit No.6) is likely to be commissioned by the end of 7th Plan. Further 60 MW power is likely to be injected in Haryana from NTPC's Rihand STPS. For future, there is a proposal to set up 2x210 MW Thermal Station at Palwal and also a Gas Plant of 200 MW near Ballabhgarh subject to the availability of natural gas."

(d) This will be corrected in consultation with the State Electricity Board.

(e) On page 83 Table 7.9 in the column Availability in Haryana, 85-86, as projected in the 12th A.P.S. was 5719 and not 5710 M.U.s. Again the availability projected during 89-90 is 9238 and not 8915 M.U.s. Correspondingly, the deficit during 89-90 will be only 28 M.U.s. instead of 351 M.U.s. in the table.

(e) Figures given in the Table 7.9 in respect of Haryana are correct according to the 12th A.P.S. (refer page 28 of 12 A.P.S.)

(f) On page 84, para 7.7 Transmission and Distribution-(ii)-Haryana Sub-region, in the second para, proposals for 220 KV Sub-station/line relating to 7th Plan have been mentioned. This may be got modified to include the following also:

(f) This will be taken care of in the final plan.

100 MVA, 220 KV Sub-station at Palwal and 220 KV Sub-station Faridabad may be corrected as 220 KV inter-connecting works at Ballabhgarh. The figure of 284 K.M.s. of 220 KV Transmission



ssion lines may also be corrected to read as 420 Circuit K.Ms.

Further, new 220 KV Sub-stations to meet the additional demand in the 8th. and 9th Plan have been proposed at Palla, Dhara-hera and Sohna besides augmentations of the existing 220 KV stations alongwith the corresponding transmission lines.

(g) Regarding proposal for a unified set-up in the name of NCR Electricity Agency, it may be mentioned that Haryana State does not agree to this proposal. In accordance with the provisions of Indian Electricity Act, it is in the purview of the State Govt./Electricity Board to generate, transmit and distribute power in accordance with the demand and needs of different sectors/categories of consumers. State is prepared to handle these works themselves and will be able to meet the specific needs and aspirations of the NCR Board provided necessary funds to undertake generation, transmission and distribution works are made available. Till then power shortage should be made up from the central pool for the NCR area in the interest of accelerated growth.

(g) The proposed power agency for the NCR is to cater specially to the special and additional power needs of the entire region for induced development. This proposal has been approved by the Board.

(1)

(2)

(3)

(4)

5. Delhi Regional Chapter  
ITPI, New Delhi.

The proposed NCR Electricity Agency will help in reducing the regional balance in power supply.

6. Senior Vice-President  
Alwar Chamber of  
Commerce & Industry,  
Alwar, Rajasthan.

Power supply should be at par through out the NCR.

The Statement is perhaps wrongly worded. An unified Electricity Agency for the entire NCR will help reducing the imbalance in power supply.

This is already recommended in the DRP.

7. Vice-Chairman, DDA,  
Vikas Sadan, INA,  
New Delhi.

1)

The electricity rates to be revised in such a way that Delhi becomes less preferred area for industrial activities. This may require some detailed studies as to its effect in the existing establishment in Delhi.

1) The suggestion is well taken.

11)

For effective implementation, for the regional and sub-regional centres, development authorities with adequate powers (comparable to DDA) be created and adequate funds for proper development of these centres be made available to these authorities so that the required infrastructural facilities are made available. Only in this manner, it would be possible to attract additional population, industries and trades to these centres.

)

In some of the priority towns, (regional centres) development agencies in the form of development authorities and improvement trust exist with adequate powers. The DRP-NCR clearly emphasises the need for creation of development authorities in the priority towns where such authority does not exist today, to specifically undertake the work under the NCR schemes. The need for creation of development authorities in other sub-regional centres may arise after the schemes for these centres are formulated in the future.

11i)

It would also be desirable that NCR should evolve standard norms, pattern for the development of the area. NCR has to assume powers to get these programmes executed in time bound manner.

11i)

Broad guidelines and norms for development are evolved by the NCRPB. The DRP explains the apex role the NCRPB has to play in the planning, co-ordination, execution and monitoring of the NCR schemes.

# VIII WATER SUPPLY AND SANITATION

VIII/1

Sl No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
1/2	Mange Ram Arya, Kasba Doghhat Meerut (UP)	Doghhat is a developing town. Water supply, electricity and sanitation should be provided and adequate funds for the same should be made available.	The DRP-NCR is at the regional level and deals with Regional Centres. The Sub-regional Plans to be prepared by the State Government will identify growth centres upto basic villages for development.
2/3	Director (CP) DDA, 3rd floor, Vikas Minar, New Delhi.	How much total amount is required for the complete system of water supply of 2360 mgd. and sewage disposal of 1716 mgd. should be indicated and stress the Govt. to make the funds available.	The Draft Regional Plan does not include the financial requirements of the plan proposals.
3/12	Delhi Regional Chapter, ITPI, New Delhi.	<p>i) The concept of River Basin based drainage system and water supply system should be used.</p> <p>ii) The Water Supply standards recommended for settlement in the NCR should be compatible with those of national water supply Plan.</p>	<p>i) This has been taken due note of by the Study Group on Water Supply etc. comprising representatives from the concerned States and Delhi U.T.</p> <p>ii) The norms and standards suggested by the National Master Plan for Water supply have been appropriately considered while recommending the water supply standards for NCR settlements.</p>

(1)

(2)

4/17 Chairman, Noida,  
U.P.

(3)

Since Noida forms part of Delhi Metropolitan Areas, necessary financial assistance in regard to water supply, sanitation and power development for the township may initially be extended so that facilities could be provided at par with the capital city.

(4)

The needs of infrastructural development of Noida along with other towns, shall be considered at the appropriate time depending at the availability of finances.

5/18

Vice Chairman  
DDA, Vikas Sadan,  
INA, New Delhi.

i) Water : Delhi does not have its own sources of water supply. Water has to come from U.P. and Haryana. NCRPB may identify the sources of water and indicate the same in the Plan.

i) The Delhi Water Supply and Sewage Disposal Undertaking is directly concerned with the problems of water supply in Delhi. This Undertaking is the most appropriate and concerned agency to identify the sources of water supply to Delhi.

6/22

Shri G. Prasanna Kumar,  
Director,  
Town & Country Planning  
Department, Haryana Govt.,  
Chandigarh.

ii) Drainage : For the urbanisable area in Delhi UT and the DMA, a drainage plan may be prepared and coordinated and included in the NCR Plan.

ii) This would be included in the functional plan.

Some discrepancies have been found in the annexures relating to civic services. Same may be rectified.

The data in DRP had been compiled from the statistics made available by HUDA. However, it will be rectified and incorporated into the final plan in consultation with the HUDA.

7/23

Dr. V. Nath  
Research Professor  
Centre for Policy Research  
Vasant Vihar,  
New Delhi.

In the case of waste disposal also only the most densely populated part of the city should be sewerred and less expensive mode of sanitation in the others.

The DRP recommends provision and improvement of services where necessary and low cost sanitation measures in urban areas where no sewerage scheme presently exists.

(1) (2)

8/24 Director NCF C um-  
Secretary UIT  
Alwar.

(3)

A proposal of a canal linking Yamuna and Sahibi should be made to increase the productivity of the Rajasthan Sub-region. This will lead to development of Rajasthan and Haryana Sub-regions.

(4)

This will have to be taken up with the State Government of Rajasthan.

9/25 Shri Gopal Bhargava  
Town & Country Planning Orgn.  
Vikas Bhavan,  
New Delhi.

The insanitary conditions resulting from irregular sweeping and collection of garbage, unsatisfactory street lighting, irregular supply of power, shortage in industries exist.

These are local problems and concern the local authorities.

10/26 Dr.M.C. Sharma  
President,  
Lonikshetra Vikas  
Mahasangha Loni  
(U.P.)

This may be taken up with the local body and the State Government.

There is lack of essential facilities like drainage, nali, street, road, parks, educational facilities etc., regarding which too much has already been written but nothing has been done in the name of development in Loni. There is no facility of conveyance, Government land is being encroached upon by anti-social persons at a large scale. This is to be served from becoming a great slum.



Sl. No./ Objection No.	Objections with Address	Summary of Objections/Suggestions	Comments
(1)	(2)	(3)	(4)
1/3.	Director (CP) DDA 3rd floor, Vikas Minar, New Delhi.	For education and health facilities, is it possible to have uniform standards?	The Draft Plan envisages achieving progressively higher standards in health and education facilities comparable to that of Delhi by 2001. This too, especially in the priority and other DDA towns.
2/12.	Delhi Regional Chapter, ITPI, New Delhi.	The quality and quantity of educational and health facilities should be of wide range and the parameters in the parts of the States in NCR and outside, should be comparable maintaining also the equity with Delhi U.T.	This is implied in the broad policy frame as well as the norms in regard to education and medical facilities. However, this would be dealt in further detail in the Sub-regional Plans.
3/15	Baghpat-Sardhana Vikas Parishad, Arya Niwas Kasba Dognat, Meerut.	<p>i) Agriculture University should be established at Baraut.</p> <p>ii) Law faculty should be introduced in Baraut College.</p> <p>iii) Degree College should be established at Tatheri, Dognat, Chhaprouli and Tehda.</p> <p>iv) Govt. Girls Inter College should be established at Dognat, Tatheri, Aminagar, Chhaprouli, Ramala, Baghpat, Ahmodpur, Gathina, Titrouda and Gwall Kheri.</p>	<p>to i) The justification for location of these educational institutions has to be considered by the State Education Department.</p>

(1) (2) (3)

(4)

4/16 Senior Vice President,  
Alwar Chambers of  
Commerce & Industry,  
Alwar, Rajasthan.

- v) Govt. hospitals with 100 beds at Baraut should be constructed.
- vi) The Zilla Parishad run hospital should be converted into Govt. hospitals in Doghat.
- v) Justification for the location of these health facilities has to be considered by the State Medical and Health Department.

- i) Education and Medical facilities: Education and Medical facilities be at par with Delhi.
- i) This is already recommended in the DRP.

- ii) Alwar should have at least a 1000 bedded hospital and similarly Bhiwadi should have a 500 bedded hospital. The hospital should be staffed by prominent specialists.
- ii) This may be considered in the Sub-regional Plan for Rajasthan
- iii) Sub-Region.

- iii) In Alwar, Medical College, Engineering College and a University should be provided.

5/18. Vice Chairman, DDA,  
Vikas Saden,  
New Delhi.

Education & Health : Certain norms have been proposed for education and health facilities with respect to population size. This may be kept as guidelines. However, bases on local requirements and economic situation, and the type of structure of the concerned Deptt, this would have to be corrected.

The norms and standards of these facilities would have to be comparable to that of Delhi so that the selected towns outside DDA are attractive enough for the Delhi bound migrants to settle in them.

6/21. Baghpatt-Sardana-Vikas  
Parishad, Gwali Khara,  
Meerut.

There should be uniform policy for education, distribution system and bus fare etc. in the NCR.

As far as possible, the DRP provides broad policies in respect of location of economic activities such as industries, wholesale trades, and offices etc. In the case of others, the State Govt. may have to consider for their uniformity.

(1)

(2)

(3)

(4)

7/24

Director-NGR-Cum-  
Secretary, UIT.,  
Alwar.

i) There has not been any improvement in health facilities in rural areas around Alwar, during last so many years whereas the population has doubled. If the improvements are made, people will not visit to avail the health facilities availability in Alwar Town.

ii)

High level education facilities should be made available in Alwar. This could be technical, training, medical and other institutions, Colleges should also be established in the small towns according to the population of the area.

iii)

At present, the industrial training institute (ITI) facilities are available only in Alwar, Keeping in view the industrialisation in Bhiwadi, it is necessary to provide an I.T.I. and polytechnique College at Bhiwadi.

i,ii&amp;iii)

This will be considered in the Sub-regional Plan.

Sl No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
1/12	Delhi Regional Chapter ITPI, New Delhi	There is not much to comment on counter-magnet areas. However, another scientific word for the term counter-magnet could be used.	The term counter-magnet is widely being used all over the world. The same has been adopted by the NC&B, and the NC&PB Act also includes the same nomenclature.
2/23	Dr.V.Nath, Research Professor, Centre for Policy Research, Vasant Vihar, New Delhi.	1) The cities selected as counter-magnets should be as a rule be of medium size with a population of 5 to 15 lakhs and should have already a fairly good base of physical, economic and social infrastructure and should also be free from serious problems of expansion.	i) The studies of identification of counter-magnets for Delhi by expert consultants has established that of city of 3.0 lakh and above population in 1981 having a distinct service areas, basic level of social and economic base would function effectively as counter-magnet. In addition a number of other criteria, such as arterial corridors, flow of migrants etc. have been considered by the consultants.
		ii) The list of cities for selection of counter-magnet could include Kanpur, Allahabad, Gwalior and Chandigarh.	ii) The consultants have considered a number of cities and, for the final analysis the list as on page 107, DRP includes all the suggested cities except Chandigarh which being State capital and Kanpur being a metropolis have not been included.

(1) (2)

(3)

(4)

3/24 Secretary,  
NCR Committee,  
PHD Chambers of  
Commerce & Industry,  
New Delhi.

4/32 Rajdhani Estate Promoters  
& Builders Association,  
Indira Prakash,  
21, Barakhamba Road,  
New Delhi.

i) The urban area of DMA where necessary infrastructure already exists should be developed as counter-magnet at the first priority; and the second priority to the other areas of NCR and lastly area outside NCR, for development as counter-magnets.

i) Counter-magnet area is defined under the NCRPB Act, as any urban area outside the NCR having regard to its location, population potential for growth which may be developed in order to achieve the objectives of the plan. Thus the NCR plan refer to counter magnet as an urban area outside the NCR.

ii) There is a need to inter-connect the proposed counter-magnets by air links to facilitate quick transportation.

ii) This can be considered after finally identifying the counter magnet areas.



Sl No./ Objection No.	Name of Objectors with Addresses	Summary of Objections/Suggestions	Comments
(1)	(2)	(3)	(4)
1.	Mangaram Arya, Kasba Doghat, Meerut (U.P.)	Industrial Area should be earmarked in Kanhar village.	This will be dealt in the Sub-regional/local plans.
2.	Director (CP) DDA 3rd Floor Vikas Minar, New Delhi.	1) NCR should formulate guidelines for preparation of various Master Plans of urban settlements as well as major rural settlements	1) The Master Plans for settlements are governed by provision of State Acts. However, such plan would be prepared keeping in view the regional and Sub-regional Plan frame.
ii)		Should the control belt of 300 M. on either side of NH and 200 M. on either side of SH be acquired and frozen? If yes, its cost implication and method of protection of the same.	ii) The control belt areas on the arterial road side need not be acquired. It can be controlled through a set of landuse regulations.
3.	Bhaskar Stoneware Pipes PVT. Ltd., Ishwar Nagar, New Delhi - 65.	Mining must be included in the major land-use. Defining specifically, the landuse for mining will protect interests of both the producer and consumer of minerals.	Mines will be shown in the land use plan depending upon the actual extent of the deposits and importance of the minerals. This will be done in the Final plan/Sub-regional Plan.
4.	Vayu Sena Hindon Senkari, 1) Awas Samiti Ltd., Bhopura Pasonda, Saibabad, Ghaziabad (U.P.).	1) The Samiti has purchased 30.2 acres of land near Air Force Station in the Trans Hindon area for its housing colony. This is shown as green belt in the Draft Regional Report of NCR. This needs to be changed as residential area.	1) This piece of land of the Samiti falls in the agricultural area according to the Ghaziabad Master Plan. The NCR Draft Regional Plan by and large has adopted the statutory master plans of the various towns wherever they conform to the assigned population and 2001 as plan perspective. In case of Ghaziabad since both criteria are met, the urbanisable area shown in Draft Regional Plan is in accordance with Ghaziabad Master Plan, according to which the society's land falls in 'green belt'.
11)		The Society has objected that the area shown as residential in Ghaziabad Master Plan has been shown as green belt in NCR Draft Regional Plan.	The area under reference is clearly shown as urbanisable area in the NCR landuse plan.

1. 5/8.

2.

D.L.F. Universal Ltd.,  
21-22, Narindra Place,  
New Delhi.

3.

(i) The DLF Universal Ltd. is in the process of developing an area of 1500 acres as residential on the fringe of Delhi along the Mehrauli-Delhi-Gurgaon Road and Faridabad-Gurgaon Road. The development is in advance stage. The area in question is in an advance stage of development where most of the services have been carried out and construction of individual houses, other buildings completed, and has been shown as cultivated land in the existing landuse map of DRP which will affect a large number of persons and as such the existing landuse plan - 1986-87 be updated.

(ii) Proposed urbanisable area 2001- shown near Gurgaon does not include the entire area approved for urbanisation by the Haryana Government, particularly the area along Faridabad-Gurgaon Road as proposed urbanisable area. Suggestion is to include all this area under proposed urbanisable area on account of Licences given under the Haryana Development and Regulation of Urban Areas Act, 1975.

4.

(i) The existing landuse plan is based on the 1:2 50,000 scale imageries and topo sheets where detection of micro-level features are not possible. The detailed features will be shown in the Sub-regional Plan and Master Plan of Gurgaon Town by the concerned State Govt.

(ii) The suggestion relates to urbanisable area beyond Gurgaon on Gurgaon-Faridabad road. Such areas as mentioned herein will be shown as urbanisable in the Sub-regional Plans because these plans are to be prepared by the respective State Governments who can also verify the Licences issued by the Department for setting up colonies at specific locations.

1. 2. 3. 4.

(iii) While preparing the detailed ali-(iii) This will be given due consideration at appropriate stage of planning the alignment of Express way.

(iv) Further in the proposed land use plan the area towards South-West of Faridabad-Gurgaon Road falling under villages Balola and Gaul Pahari has been indicated as proposed forest. It may be added that this area is under active cultivation, a scheme for farm houses has also been approved by the Haryana Government. Separately vide notification No.LAC-82/NTLA/527 dated 11.6.82, under the Haryana Urban Development Authority Act, 1977 this area was notified, and as per the development plan published subsequently, it was notified for Institutional-cum-Agricultural zone. A part of the area has also been earmarked for institution for Tatas. As such it is suggested that the area bounded by Li Nala on the North, Kaunsat Nala towards South and Faridabad Gurgaon Road towards North East should be earmarked as cultivated land.

(iv) This area has been earmarked for "Agricultural-cum-Institutional Zone" by the State Government. So far as the NCR Plan is concerned, at regional level, only broad landuses have been designated in the DRP and since this area falls under the ridge area, its broad land use has been prescribed as "Forest". Other details will be shown in the Sub-regional Plans.

(4)

(3)

(2)

6. Varma Trafag Instruments Pvt. Ltd.  
Instruments Pvt. Ltd.  
Barakhamba Road,  
New Delhi.

Varma Trafag Instruments Pvt. Ltd., has set up a factory at 84th Km. on National Highway No.8 approximately 450 metres away from NH. This may be considered while finalising the plan.

The factory is 450 metres away from NH 8 which is beyond the green buffer of 300 metres along the NH. It, thus, falls in the rural zone. For rural areas, certain landuse regulations have been prescribed in the DRP and the landuse thereof will be governed by the said regulations.

7. Director, Town  
11 & Country Plan-  
ning Deptt.  
Haryana Govt.  
Chandigarh.

i) The various categories of landuse to be provided in the Master Plan of the towns of the Sub-regions are not complete and in fact no uniformity might be possible.

The landuse categories indicated for the urbanisable area-2001 of the towns are broad and important. The detailed and more landuses could be added while preparing the Master plan of the towns.

ii) The prescribed uses in the Green belt/  
Green wedges are incomplete.

The uses prescribed in the Green belt, Green wedges, mentioned in the DRP are again broad. These could be elaborated in the Sub-regional Plans.

iii) The proposal of a green buffer of 300 mt. width on both sides of SH is not acceptable because of the heavy expenditure on land acquisition and wastage of good agricultural land. He suggested that a restriction on construction of structures within 100 mts. of Express ways and 60 mts. of SH could be imposed. Only a 30 mts. belts on both sides of the other roads could be considered for acquisition.

The Green buffer zones along the NH and SH are not to be acquired. The suggestion is that no structure would be allowed to constructed within the zone. The broad uses that can be permitted within these zones are indicated. However, the suggestion for restriction of construction of structure within 100 metres of Express and 60 mts. of other roads is considered inadequate as these depths would not prevent ribbon development taking place along the roadsides.

(1)	(2)	(3)	(4)
-----	-----	-----	-----

8. Delhi Regional Chapter ITPI, New Delhi.

The Regional Landuse should be an outcome of Eco-analysis. The presentation of chapter on Ecology after landuse indicates that the relationship is not used properly. Exact landuse at regional scale may be avoided; the focus should be on location of activities.

It seems the import of the chapter on conservation and regional land-use has not been well understood. In fact, the relationship of the Eco-System, Environment and Land-use has been evolved in the plan in harmony and practicability. The landuse at regional scale has to be exact. The location of activities will be spelt more in detail in the Sub-regional and Local plans.

9. Niagara Hotels and Builders Private Limited, Plot No. 16, Ground Floor, Industrial Shopping Centre, Rajender Place, New Delhi.

This concerns the appropriate authority of Faridabad Complex.

410 Acres of land along the road between Suraj Kund and Badkal Complex has been brought for developing that into a residential colony. The Faridabad Draft Development Plan shows this as agricultural green belt and the NCR Plan has adopted the landuse proposals of the Faridabad development Plan. Like the developers who have been permitted to develop residential areas along Delhi-Haryana boundary in Faridabad and Gurgaon districts, the Niagara Hotels & Builders also should be permitted.

10. Baghpat, Sardhana  
15. Vikas Parisad Arya Nivas Kasba-Doghut Meerut.

Tree Plantation should be done on both sides of the major roads in these regions.

This suggestion is accepted and already incorporated in the DRP-2001 for NH and SH.

11. Chairman NOIDA  
17. NOIDA, U.P.

1) It has been mentioned in the draft NCR Plan that NOIDA being at the border of Delhi has resulted in large slums coming up in Delhi areas. In this connection it may be mentioned here that NOIDA is carrying on the development in a planned manner whereas on Delhi side the development is going on unauthorisely without any check

i) This concerns the Delhi Development Authority and Delhi Administration.



(1)

(2)

(3)

(4)

thereby creating slums which would ultimately be problem for NOIDA. The area along Delhi-U.P. border is required to be planned areas in NOIDA are not affected by the unauthorised development going on the Delhi side.

ii) NOIDA is experiencing unauthorised constructions in an around its urbanized limits which are adversely affecting its own planning and environment. It is necessary to enforce stringent control over land-use to prevent conversion from the existing landuse.

ii) This concerns the NOIDA and Govt. of Uttar Pradesh. However, NCR Draft Plan has designated the green belt/green buffer where only defined activities are to be permitted.

12. Vice-Chairman, DDA  
18. Vikas Sadan, INA  
New Delhi.

i) Landuse: Agricultural Land: The most important non-agricultural land in Delhi is the ridge which is considered worthy of conservation for recreation purposes.

i) This has been incorporated in the Plan.

ii) Green Area/Green Belt; Green buffer along the NH and SH is only possible outside the Urban Area.

ii) The DRP NCR-2001 also envisaged Green buffer along the arterial roads only beyond the urbanisable limits.

iii) The actual plan of the urban extension is enclosed for being incorporated in the Plan for NCR. The areas for urban extension should indicate the direction of the development. Otherwise the land-use plan will become highly rigid to become difficult to implement. It may be stated in the plan that a landuse plan is a flexible guidelines.

iii) The actual plan of urban extension has not been received. The other suggestions may be accepted.

iv) Agricultural green belt in Delhi U.T. should be all along the boundary with about 2.0 km and a lesser depth where necessary.

iv) The suggestion is in conformity with DRP. This should be worked out in detail while preparing sub-regional plan for Delhi U.T.

(1)

(2)

(3)

(4)

13.  
23.

Dr. V. Nath,  
Research Professor  
Centre for Policy  
Research Vasant  
Vihar, New Delhi.

Green Belt: The proposals on green belts have not been worked in sufficient detail in the DRP. It does not outline policy measures for countering the strong trend towards encroachment resulting in practical disappearance of the green belts (as it happened in the case of 1962 Delhi Master Plan)

The proposals on green belts are only indicative, the details of which are to be worked out in the functional and Sub-regional Plans. The policy measures to maintain the green-belts are broad but clear in the DRP. The regulations and the legal tools to avoid encroachment and misuse the green belts are also indicative in the DRP. Further, operational details will be incorporated in the Sub-regional Plans by the participating States.

14.  
24.

Director NCR-cum-Secretary,  
UIT, Alwar.

1) Strict enforcement of rules should be adopted to control the encroachment and unauthorized construction along with the roads and other areas of the NCR.

1) This is already envisaged in the DRP. Operational details will be dealt in the Sub-regional plan.

15.  
28.

Chairman,  
All India Manufacturers Organisation,  
Old Navyug Market, GHAZIABAD.

ii) There should be provision for petrol pumps and parking spaces and other facilities along the roads for the benefit of vehicles travelling on the roads.

ii) This will be dealt in the sub-regional master plans.

i) The maps annexed with the plan are neither up to date nor depict position as on the spot. The areas around village Duhai on Meerut Road is almost fully urbanised and its landuses to be changed from 'Green' to be urbanised.

ii) There are a number of urban settlements which are not included in the map.

iii) The map for 1986-87 is totally wrong. Seems to have been taken out from old records. Vast areas are already urbanised/industrialised but they been shown as Green.

i, ii & iii) The existing landuse map has been prepared on the basis of landsat imageries (on 1,250,000 scale) of 1986. The built up area of some of the settlements. On this scale are not discernible. On reduction of the same to the size included in the report, they got further reduced. The said areas are shown but they may not be discernible on this scale.

(1)

(2)

(3)

(4)

iv) The proposed landuse map is wrong. The position of urbanisation/industrialisation as existing now (1986-87) is better than the Draft Landuse 2001. The position shown in the proposed landuse map 2001 already exists in 1986-87. This would tentamount to freezing of developments till 2001.

iv) The proposed landuse map 2001 is based on the information on urbanisable area. Information on controlled area and existing developed area has been made available by the State Town planning Departments. Such information super-imposed with information on landsat imageries have been depicted on the plan.

16  
29

Secretary, NCR  
Committee PHD Chamber  
of Commerce & Industry  
PHD House, Thapar  
House, New Delhi.

i) The proposed green wedges/buffers along the Highway are not practicable in view of the huge cost of acquisition and legislation for controlling the urban development along the highways.

i) The land proposed for green belt, buffer etc. is not meant to be acquired. The use of the land will be controlled by a set of zonal regulations.

16  
32

Rajdhani Estate  
Promoters &  
Builders Association  
Indra Prakash (1st  
Floor),  
21, Barakhamba Road,  
New Delhi.

ii) There is a need to have a clear cut land policy involving participation of private builders both for the Master Plan and the NCR Plan.

ii) In detailing out the land policy measures the participation of private builders in land development would be considered.

Sl No./ Objection No. (1)	Objectors with Addressess (2)	Summary of Objections/Suggestions (3)	Comments (4)
1/5	Director NCR-Cum-Secretary UIT Alwar. (Rajasthan)	The barren Aravalli ranges from Kali Ghati to Vijay Mandir needs immediate funds allocation from NCR to improve the micro climate and natural values of Aravalli ranges.	This concerns the Forest Department of the State Government.
2/14	Mr. K.C. Tawari, Transport Planner DTC (HQ) I.F. Estate, New Delhi.	Noise pollution has to be taken into account in all environment impact analysis,	This has been taken adequate care of in the Draft Regional Plan.
3/24	Director NCR-Cum - Secretary UIT Alwar (Rajasthan)	To improve the environment, a proposal for dense tree plantation between Kalighati and Vijay Mandir should be included in the NCR Plan.	The DRP proposes afforestation of all the denuded and barren lands. The schemes are to be worked out by the State Govt.
4/29	Secretary NCR Committee, PHD Chambers of Commerce & Industry, PHD House, Thapar House, New Delhi.	To supplement the steps advocated in the Plan to create an ecological balance, it will be appropriate to involve the private sector in raising forest in the earmarked area of the landuse plan.	This is a positive suggestion and may be adopted for implementation by the participating states.
5/32	Rajdhani Estate Promoters & Builders Association, Indra Prakash (1st floor), 21, Barakhamba Road, New Delhi.		

# XIII MANAGEMENT STRUCTURE FOR PLAN IMPLEMENTATION

XIII/1

Sl No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
---------------------------------	------------------------------------	---	-----------------

1/3 Director (CP) DDA,  
3rd floor, Vikas Minar,  
New Delhi.

There are number of authorities, but the problem will not be solved till planning, coordination, integration, evaluation and monitoring is at a common point. Planning includes physical planning and fiscal planning at macro meso and micro-level. Without this, the system will not be successful.

The NCR Planning Board is an apex body for planning and coordination evaluation and monitoring of the development programmes. The plan is in accordance with the NCR Planning Board Act.

2/11 Director,  
Town & Country Planning  
Department, Haryana Govt.  
Chandigarh,

The Haryana Urban Development Authority takes care of colonies in the urban areas and no authority such as the sub-regional Area Development Authority will be required.

HUDA may take care of the some urban areas and colonies but not the rural areas. The Sub-regional Area Development Authority would be required to take care of areas which are not covered by any developmental agency.

3/12 Delhi Regional Chapter,  
ITPI, New Delhi.

The proposed management structure for Plan implementation and strategies and priority areas for development are too general. Financial aspect is completely missing. There is no indication of the method of continuing Planning development and monitoring process.

The Management Structure for Plan implementation is intended to be general at the regional level. Details at lower levels may have to be dealt in the Sub-regional Plans. The financial aspect is meant not to be given in the Draft Regional Plan for it is not meant for inviting public objections. There are enough indications of the continuing process of Planning and monitoring in the DRP-2001 for NCR.



(1)

(2)

(3)

(4)

4/14

Mr. K.C. Tewari,  
Transport Planner  
DTC (HQ), I.P. Estate,  
NEW DELHI.

Short-term/long-term investment programmes are needed to be clearly brought out. Both management and planning aspects are needed to be considered.

All these suggestions are incorporated in Draft Regional Plan-2001. Financial implication of the plan would be worked out separately.

5/23

Dr. V. Nath  
Research Professor,  
Centre for Policy Research,  
Vasant Vihar,  
New Delhi.

i) The DRP-NCR suggests a Planning Cell in the Town Planning Department in each State to look after physical plans. To prepare economic plans also, constitution of similar Cells is essential in each of the Sub-regions in the NCR.

i) The Planning Cells are contemplated to be of multidisciplinary teams consisting of economists, Statisticians, Sociologists, Engineers, Planners etc. It may, therefore, not be required to constitute another Cell exclusively for economic Planning.

ii)

Development should aim at creation of appropriate management structure for plan preparation and oversee implementation at the Regional, Sub-regional, Sectoral and Local levels.

ii) The DRP has recommended a management structure for NCR.

6/29

Secretary,  
NCR Committee,  
PHD Chambers of Commerce  
and Industry, PHD House,  
Thapar House, New Delhi.

Important Ministries like, Finance, Planning, Industry etc. which have a lot to do with NCR Plan should also be associated in the organisational structure.

This suggestion may be considered while finalising the Regional Plan

## V GENERAL

I No./ Objection No.	Objectors with Addresses	Summary of Objections/Suggestions	Comments
(1)	(2)	(3)	(4)
1/2	Sh. Mangaram Arya, Kasba Doghat, Meerut (U.P.).	The compensation for the land to be acquired should be given at the market rate.	The compensation for land acquisition will be as per L.A.Act enforced by the respective State Government.
2/5	Director, NCR-cum-Secretary, UTT, Alwar	To enhance agricultural output and irrigational capacity (Rajasthan and Haryana) Sub-regions a link canal from Yamuna to Sahibi river is suggested to be included in the NCR Plan allocations.	This concerns the Irrigation Department of the respective State Government.
3/12	Belhi Regional Chapter, ITPI, New Delhi.	DRP- NCR 2001 does not appear to have participating approach and in getting objections/suggestions professionals could not have access in time to the documents. The Board may consider extending the time for receiving objections etc.	Objections are factually incorrect. Announcements regarding availability of Plan documents for inviting objections/suggestions were made in leading news-papers. People and professionals were given ample opportunity to suggest improvements, if any. The time limit for receiving objections was extended by 1½ months.
4/14	Shri K.C.Tewari, Transport Planner, DTC(HQ), IP Estates, New Delhi.	Active public participation in the planning process is needed to be made through open seminars/meetings etc.	Public participation has been ensured through discussions, publicity and seminars.

1.

2.

3.

4.

5/15

Baghat-Sardhana Vikas  
Parishad, Arya Niwas  
Gwalli Khara, Meerut.

i) Establishment of High Court  
bench at Meerut

For providing cheap judicial facilities, a Tehsil Court may be opened at Baraut in which the Binauli, Baraut Chhaprauli Blocks should be included. Dognat should be declared as a Block.

ii) Office of the Deputy  
Suprintendent of Police  
should be opened at Baraut.

iii) For integrated development  
of Baraut, it should be made as  
a tehsil headquarter.

6/23

Dr. V. Nath  
Research Professor,  
Centre for Policy  
Research,  
Vasant Vihar,  
New Delhi.

i) Finance :

(a) The investment estimate  
given in the IDP has not  
included investment on power,  
housing and slum improvement,  
social service sector,  
controlled measures for water  
and air pollution. With the  
escalation in the project cost  
since 1985, the estimated total  
public investment in the NCR would  
be much higher than Rs 3040 crores.

(b) The DRP indicates principal  
sources of finance for  
implementation of the NCR Plan but  
international Financial Institution  
have not been listed as possible  
sources of finance.

i) This concerns the State  
Government.

ii) This concerns the Home  
Department of the State  
Government.

iii) This concerns with  
the State Government.

i) (a) The DRP has not a  
chapter on investment. However,  
an investment Plan would be prepared separately.

(b) The NCR Planning Board  
would get grants, loans from  
and through the Central Govt.  
and State Governments. The  
International Financial  
Institutions could be the  
sources of finance to the  
Central or/and State Govts.

2.

3.

4.

(c) The areas of the States under the NCR are relatively richer and more developed than most other parts of the States. The Governments may not be willing to continue favoured treatment for the relatively richer and rapidly urbanising parts of the States under NCR. The reluctance and political pressure against large resource allocation for NCR areas will be strong.

(c) The Chief Ministers and top officials of the NCR States are the members of the NCR Planning Board and it is their conscious, coordinated endeavour and efforts to achieve the objectives of the NCR Plan namely- a manageable Delhi and balanced development of the region by 2001. It is, therefore, most unlikely that it would be difficult to make extra allocations to implement the NCR Plan programmes in its constituents.

(d) The Financial Plan for implementation of the final NCR Plan, must indicate by 5 year period and the resources expected from the various sources.

(d) & (e) The suggestions are well taken. The financial Plan which is contemplated for the NCR Plan will take into account these suggestions.

(e) The Financial Plan should be formulated by a Working Group on financing and completed in a year so that it would be considered in the Eighth Five Year Plan.

(f) Cost-benefit studies of major projects and regional growth studies would significantly help the Board in its efforts in financing the Plan.

(f) The project plans to be taken up in future will be based on cost benefit studies and also, where necessary, the regional growth studies which would benefit the rural areas.

1.

2.

3.

4.

(g) The "need based" approach to plan formulation will need to be replaced by "need -cum- resource" based.

(g) The approach being followed is a mix of need based and need-cum-resource based in the sense that the demand for resources is on the basis of needs which sometime gets moderated in view of both resource constraints and special treatment needed in developing the region.

#### ii) Assistance to Urban Poor :

The DRP or the IDP does not contain any programmes focussed specially on assisting the urban poor who are in the slums. There is no mention of site and services, housing of any other programme for housing the urban poor. There is also no programme for the expansion of employment opportunities for the unskilled workers who form the great majority of the migrants to Delhi. No plan either to upgrade or to acquire the skills of the urban informal sector workforce is included. The principal beneficiaries of the increase in employment will be those who already have the skills.

Therefore, suitable programme of adequate size should be included in the Final Draft of the NCR Plan.

ii) The DRP-NCR is at regional level and, by and large, a policy document. Though it recommends in a number of ways development of priority towns, DMA towns and other centres selected for development, it could not, at the regional level, detail out the programmes to be taken up for implementation at the various selected settlements. In fact, the projects which are taken up under NCR Plan, at the various priority and DMA towns, include schemes with adequate employment opportunities for unskilled and provision and improvement of essential civic services including roads and residential accommodation. This will be more



2.

3.

4.

clearly spelt out in detail, in the Sub-regional Plans and revised Master Plans of the selected towns for development.

Director, NCR-cum-Secretary, UTI, Alwar

i) The grant should be given for the non-remunerative schemes while for the remunerative schemes, money can be given in the form of loan which is repayable with interest. Until the non-remunerative schemes which are mostly infrastructural facilities are taken up and completed, the remunerative schemes can not be taken up.

ii) NCRPB should recommend grants to be given for the rehabilitation of the slum dwellers.

i) The NCR Plan has been unnecessarily delayed. It is more governed by the domination of politicians. The planners are puppets whereas the politicians dominate the decisions of locations of wholesales trade, dryport etc. Thus, NCR planning is devoid of developmental consideration and is political in its outlook.

ii) One fails to understand that as to why Mr. Jag Pravesh Chandra, Chief Executive Councillor, Delhi Admn. had advocated the dry port at Delhi. In fact, the establishment of dry port at Delhi is against the principles of NCR.

Sh. Gopal Bhargava,  
Town and Country  
Planning Organisation,  
Vikas Bhavan,  
New Delhi.

i) & (ii) This falls outside the ambit of DRP.

i) The NCR Planning Board had come into existence in March, 1985. The NCR Draft Plan following an IDP has been prepared in a shortest time possible. Other observations seem biased as NCR Planning Board has not experienced even once the situation as observed.

ii) The statement seems incorrect as there is no mention about a proposal on dry port in the revised Delhi Master Plan-2001.

iii) Surprisingly, in Delhi, Rohini Housing Scheme is planned for a population of 8.5 lakhs. This would attract the population towards Delhi and there would be a serious crisis for providing water, power and transportation facilities. The Rohini Housing Project of Delhi, NOIDA and DLF enclave on the border of Haryana are against the principles of NCR.

iv) Unfortunately, the Draft Regional Plan 2001 - National Capital Region is for long term projections of 2001 perspective whereas it lacks the realistic approach of assessing the economic resource potentialities in the NCR. In fact, NCR should be considered for 5 year period and must be supported by the Five Year Plans in terms of adequate financial outlay provisions.

v) The NCR Planning Board has not done a full exercise to assess the resource potentialities in the Sub-regions of NCR. However, the Draft Regional Plan 2001 - National Capital Region Plan is based on imagination, projection biased data which does not indicate the present approach of planning action, programmes and project formulations.

iii) The Plan of Delhi Rohini concerns the DDA, NOIDA of U.P. Government and DLF enclave of Haryana Government. They were planned and to a great extent implemented before the NCR Planning Board came into existence before the Draft Plan was prepared. However, the DRP has taken note of the existing development while planning for the Region.

iv) A 13 year perspective from now to 2001 is in fact considered a medium term perspective. The plan for the NCR is based on realistic approach after studying resource potentials, practicability for implementation and, interactions and commodity flows etc. The Plan will be phased out for every 5 years and is being dovetailed with investment plan with the National Five Year Plans.

v) The entire observations are factually incorrect. The plan for NCR is on the findings of expert studies on development potentials, projections for the future, programmes, inflow characteristics, informal sector activities, settlement system analysis etc. The plan documents clearly spell out the concept, policies and programmes.

1.

2.

3.

4.

vi) Delhi receives a huge financial outlay against poor financial outlay for NCR towns and consequent inadequate development. Therefore, migration to Delhi is alarming.

vii) The inter-state Sub-regional NCR Town Planning Departments should have been involved for identification of the economic viable potentialities, thereby the developmental strategies would have been justifiable.

viii) The DRP-NCR is based on a number of studies by institutions like NIUA, Society for Development Studies, NIPFP, CBRI-Roorkee, DTRL, ORG, Physical Research Laboratory and School of Planning and Architecture. These are by theoretical research oriented ~~academicians~~. Thus, the DRP is largely theoretical data based with presumptions of 2001 AD.

vi) This is a fact. That is why the DRP advocates package of policy measures to check the migration to Delhi with comparable development and employment opportunities in NCR towns outside Delhi.

vii) There is no department in the name of inter-state Sub-regional NCR Town Planning Department. However, all the concerned departments and the agencies have been actively involved in the Plan exercise.

viii) The observations are negative in essence. The institutions who conducted the studies and surveys assisting in formulation of the Plan proposals are reputed national institutions and par excellent in character. The studies and surveys were guided and oriented to meet the objectives of the NCR Plan, and they are based on realistic and practical approach.

1.

2.

3.

4.

ix) The spatial and socio-economic aspects have not been evaluated by the NCR Planning Board in terms of statistical data or mapping. Thus, the DRP-2001 is devoid of action oriented planning programmes and project formulation. Without the appropriate assessment of potentialities of NCR, the financial allocation would not become meaningful.

ix) This observation is grossly incorrect. Evaluation need not be reduced to statistical data or mapping. Moreover, the DRP is at Regional level and is meant to contain broad policy guidelines and measures. Project formulations and programmes will be dealt in the Sub-regional plans and functional Plans.

Secretary,  
NCR Committee,  
PHD Chamber of  
Commerce and  
Industry,  
PHD House,  
Thapar House,  
Opp. Asian Games  
Village,  
New Delhi.

i) The success of deflecting people to the DMA areas could be possible if the social and economic infrastructure in DMA is at least of the same quality and standards, if not better than that of Delhi.

i) The DRP-NCR envisages the socio-economic infrastructure in the DMA towns at the same standards as that of Delhi.

ii) Legislation with regard to housing, urban development, apartments etc. should be uniform in all the States of NCR.

ii) Legislation regarding housing, urban development etc. is State subject. Absolute uniformity may not be possible. However, uniform guidelines would be prepared for adoption by the participating States.

9/29

(1)	(2)	(3)	(4)
-----	-----	-----	-----

10. Shri R.S. Bhatnagar  
30 Managing Director  
Udyog Bharti (P) Ltd,  
57-M, Connaught Place,  
New Delhi-110 001.

- |   |  |
|---|--|
| i) The total area of the proposed NCR should be acquired on lease from the concerned states for a period of 20-30 years for smooth working of the plan and to indicate oneness. | i) The NCR Plan is to be implemented by the State Governments as per NCRPB Act, and as such acquisition or lease of land will not serve any purpose. |
|---|--|

- |   |   |
|---|---|
| ii) A single Administrative Authority should include a single Police Commissioner or I.G. | ii) This is for the State Government/ administrative authority to decide. |
|---|---|

- |  |  |
|--|--|
| iii) A grand seminar should be organised as soon as all the suggestions have been properly sorted out. | iii) It was intended to hold seminars and workshops in the major towns of the NCR. One has already been conducted at Alwar and others will follow. |
|--|--|

- |  |  |
|--|--|
| iv) All new multistoreyed buildings, and if possible existing ones also, must have roof gardens. | iv) This pertains to the Buildings Bye-Laws of the local Bodies. |
|--|--|

11. Shri Om Kumar  
31 Vice-Chairman,  
DDA, Vikas Sadan,  
New Delhi.

- |  |   |
|--|---|
| i) What is required is a time bound action programme to divert the migrants to other places in the region and to provide facilities, incentives and attractions in the NCR even for the people in Delhi. | i) This is precisely the strategy of the NCR Plan to make the NCR towns outside Delhi attractive enough to serve as capture points for the migrants to Delhi and also to attract people from Delhi. |
|--|---|

- |   |  |
|---|--|
| ii) The demand for a roof over a head of a migrant is secondary with reference to providing employment opportunity. Physical infrastructure at a reasonable level should be provided. Sulabh Shau-chalaya and septic tanks may be provided. | ii) This has been clearly recognised in the DRP as it advocates the creation of employment opportunities as the prime strategy supported by adequate civic services and housing. Low cost sanitation is suggested in the Draft Plan. |
|---|--|

- |   |   |
|---|---|
| iii) To achieve the desired objective of NCR to decongest Delhi, what is required is development of regional areas with time bound action programme. Stress has to be laid on | iii) It is contemplated to formulate a time bound action programme. However, programmes for the Seventh plan have been clearly identified, and it has been clearly emphasised |
|---|---|



(1)

(2)

(3)

(4)

immediate timely execution of programme as any delay would frustrate the efforts to check Delhi's growth.

12. General Secretary,  
32 Rajchani Estate  
Promoters & Builders Associations  
Indra Prakash  
(First Floor)  
21, Barakhamba Road,  
New Delhi.

The revised Master Plan for Delhi does not have any detail plan for rural areas. No detail landuse and expansion of residential population has been indicated. No norms permitting Industry such as poultry farms and other allied industries are available in the Plan. It is, therefore, necessary that the Regional Plan be made or modified according to policy laid down in the NCR Plan.

13. General Secretary,  
33 Sadar Bazar General  
Merchants' Association,  
11, Narain  
Market, Delhi-110006.

i) What is suggested in the Plan is not practical. Prominent Associations have not been taken into confidence. There has been no consultation with the proper trade bodies to put in practical and concrete plans and suggestions.

to the Govt. for provision for adequate funds for the timely execution of the programmes.

The suggestion is well taken. The Delhi Master Plan would need to be modified in the light of the proposals and policies of the NCR Plan.

i) The DRP-NCR has adopted a practical approach in the formulation of the policies and proposals in consultation with and the approval of the constituent Govts. who are represented on the Board. In so far as the wholesale trades and industries are concerned, the DRP has made use of the survey findings by the DDA. The NCRPB has published the DRP for inviting public objections/suggestions and thus providing an opportunity of making suggestions on the plan.

ii) There are various vital aspects which need consideration. The time to file suggestions/objections is very very short. Seminars and meetings with important trade bodies should be held before a final draft is prepared. It is better to take a practical look at the matter before taking a hasty decision.

ii) Seminars and meetings are being held with public representatives, local bodies and Govt. officials. Enough opportunity to file the suggestions and objections was given by even extending the original time limit by one and a half months. All these steps are only meant for a more realistic and practical approach that could be adopted while finalising the plan.

S.No.	Name and Address of Objector(s)	Summary of Objections/ Suggestions	Comments
1	2	3	4
34.	Delhi Dehat Sangharsh Samiti, Dadā Dev Mandir, Palam, New Delhi-110 045.	<u>Land Acquisition :</u>  The plan has been based on the wrong surmise that the Government can continue to acquire farmers' land in Delhi and adjoining States as and when required.	  As the population of any settlement-urban and rural grows, the adjacent area is always converted for expansion. As and when the necessity arises for urban expansion, the less fertile land/non agricultural land in the form of waste and barren land including marshy land adjacent to the settlements is considered suitable for such expansion.

Population Control :

Purely out of political considerations, the plan has been based on finding ways and means to accommodate the entire influx of population into Delhi but taking no concrete steps to control steep rise in population. Both the Master Plan and the NCR Plan are doomed to failure until such time that the Government decides to take effective measures to control population, which they have been manifestly evading to do so far.

The NCR Plan suggests measures to deflect the influx of population into Delhi to areas outside providing them enough economic opportunities and services and facilities at a standard comparable to that of Delhi. The urgency and importance of developing certain towns around Delhi on priority basis has been recognised and strategies suggested for developing them over a perspective period of 14 years ending 2001 A.D. The Government is deeply concerned with the population explosion of Delhi in the near future and have initiated effective measures to contain it to manageable limits.

### Feasibility of Plan :

Even if land can be made available by uprooting village after village in Delhi, as they have been doing so far, Delhi Administration cannot provide basic necessities, like, housing, water, electricity, drainage, transportation and other infrastructure to a swelling and uncontrolled population likely to reach 132 lakhs (amended to 112 lakhs now) by 2001 A.D.

If the present trend of population growth continues, Delhi will have a population of more than 132 lakhs by 2001 A.D. To contain the population of Delhi to as minimum as possible two strategies have been adopted:

i) to deflect the ever increasing rate of influx of migrants to Delhi; and

ii) to control the natural growth population by effective family planning measures within Delhi.

Through both the measures, the population of Delhi could be kept to a minimum of 112 lakhs including 2 lakhs rural population by 2001 A.D. The Delhi Administration and other concerned agencies/authorities on services like water supply, sewerage and drainage, transportation and electricity are aware of the likely situation by 2001 and they may initiate necessary steps to cater to the population by the turn of the century.

### Disregard of Rural opinion :

Even though the entire plan is based on development of rural zones, yet no representative of rural population has been inducted into the Board or consulted while making plans. This bias against rural representation has done tremendous

The NCR Planning Board is represented amongst others by Chief Ministers of U.P., Haryana and Rajasthan, Chief Executive Councillor of Delhi U.M., Union Minister of Industry, State Minister for Railways, under the Chairmanship of Union Urban Development

1	2	3	4
---	---	---	---

harm to the cause of the NCR Plan. The popular opinion has hardened against the conspiracy being hatched against their interests.

Minister and thus, both rural and urban population is fully represented in the Board.

Recommendations :

- i) The Government must declare that no more of Kisans' land in Delhi will be acquired and that no more land in rural areas will be allotted to any JJ/resettlement colonies or group housing societies. It is only through this bold step on part of the Government that the Kisans will stop sale of their land, help control unauthorised construction and consequent rise in population.
- This concerns Delhi Administration and Delhi Development Authority. However, the DRP envisages use of only less-fertile and the non-agricultural land for urban expansion in future.

- ii) The Government must also reduce construction activity in Delhi to the barest minimum, thereby applying brakes on the influx of migratory population.
- This concerns Delhi Administration and Delhi Development Authority. It may however, be noted that there is huge backlog of housing requirements in Delhi.

- iii) To make acquisition just and feasible in case of an emergency, Land Acquisition Act be suitably amended to provide for fixation of compensation by arbitration as recommended by 87th Lok Sabha Estimate Committee Report.
- It concerns Delhi Administration and Delhi Development Authority.

- : 4 : -

1

2

3

4

iv) Rural representation on the Central and Zonal Boards is strongly recommended but it must not be nominated from Government sponsored bodies headed by self seeking individuals, who cannot be trusted to look after rural interest.

It concerns the Central Government and Delhi Administration.



S. No./ Objection No. (1)	Objectors with Addresses (2)	Summary of Objections/Suggestions (3)	Comments (4)
35.	Deputy Secretary of Government, Urban Development & Housing Department, Jaipur.	<p>i) The National Capital Region as defined in the Schedule of the National Capital Region Planning Board Act, 1935 has included the areas delineated by the TCPD in the NCR Plan prepared in 1973. Inclusion of Bharatpur, Kama and Daeg Tehsils of Rajasthan would require examination of the study conducted by State Govt., Rajasthan in the context of indicators set out in the TCPD delineation. The Study is under examination and will be placed before the Planning Committee.</p>	<p>i) This issue has been discussed at length by the Planning Committee and was also considered by the Board. The Board decided that a study to be undertaken to justify the inclusion of these tehsils in the NCR. After the completion of the said study by the State Government, it will be considered by the Planning Committee for possibility of inclusion of these tehsils.</p>
		<p>ii) The Population of Rajasthan Sub-region, as per the DRP, has been placed at 11.9 lakhs of which the Urban component is only 3.4 lakhs constituting thus, only 28% of the total population. Against the NCR Urban component of 71.8% by 2001, the urban component of the Sub-region is much low. As it would fast urbanise in future, about 45% of the total population will be urban (The population estimates for Urban Sector includes 9 settlements, in addition to the three existing towns as per 1981 Census. This is on the assumption that these additional 9 villages would also become urban in 1991).</p>	<p>ii) The population of the Sub-region both for urban and rural has been projected by the Registrar General (Census) of India taking past trend and other relevant factors into consideration. The population of the Sub-region by 2001 is thus, projected to 11.9 lakhs. However, the DRP - NCR assigned a higher population of 14 lakhs by 2001 of which the urban component would be 5.0 lakhs accounting for 36%. It may be noted that the growth rate of urban population has been 14.5% and 16% respectively on the two census decades preceeding 1981. In view of the development potentials and other factors, the Board has decided the population of the Sub-region to reach a maximum of 14 lakhs by 2001 A.D.</p>

2.

3.

4.

iii) Table No. 3.3 of the DRP gives urban density pattern in NCR class-wise-1981. The total of Khairthal-Tijara towns for 1981 was 0.28 lakh against the reported 1.73 lakhs. This is to be rectified.

iv) The road link of M-2 category be provided from Rewari to Alwar via Bawal, Ajaraka, Harsoli and Khairthal. More than half of the road link is available and only 32 kilometres of missing link road is to be constructed.

v) Alwar is one of the priority towns in NCR. It is not linked by a broad gauge line. It is necessary therefore, to convert the metre gauge to broad gauge railway line between Alwar & Delhi.

vi) A railway line between Rewari and Bhiwadi be provided for fuller realisation of development plan for the town, Sub-region and capital region.

vii) Alwar may be air linked with Delhi which necessitates aerodrom in Alwar.

iii) This will be rectified in the final Plan.

iv) The study on the regional network conducted by the CRG for the NCR has not justified the upgradation of the said road at present. However, this will be considered while preparing the Sub-regional Plan for its need and justification at the Sub-regional level.

v) Again the study on transport network by the CRG has justified the need for a single dedicated metre gauge railway line between Delhi and Alwar till 2001.

vi) Rewari-Dharuhera-Bhiwadi was considered as one urban node for traffic count purpose in the study relating to transport sector of the plan and based on the conclusions of the study, a dedicated additional single M3 line from Delhi to Alwar via Rewari has been suggested in the Plan. However, a railway link from Rewari to Bhiwadi via Dharuhera could be considered when justified in future.

vii) The Draft Regional Plan-NCR envisages extension of air services to all the priority towns through short distant carriers when it becomes necessary and justified.

2.

3.

4.

viii) At first instance one University, one college each of medical and engineering facilities be located in Alwar. Besides, one central school in each of the Sub-regional centres and three Central Schools in Alwar and Navodaya schools in some service centres also be provided.

viii) These requirements may be worked out in the Sub-regional Plan by the participating State.

ix) The assigned population for Bhiwadi by 2001 is 1.15 lakhs. It is an industrial town. The density norm to work out the land requirement should be 80 persons per hectare instead of 110 persons as given in the Draft Regional Plan. This is the density adopted for Dharuhera - another town of the industrial complex.

ix) The density for Bhiwadi for 2001 will be taken as 80 persons per hectare as in the case of Dharuhera in the final plan.

x) The assigned population for Alwar city by 2001 is 5 lakhs. The total land requirement at 110 persons per hectare density shall be 4545 hectares against the Draft Master Plan of Alwar prepared by Rajasthan estimate of 6115 hectares. This may be taken note for additional land requirement in the NCR Plan.

xi)

Presently the NCRPB fund is made available to the State Governments on matching share of 50:50. Rajasthan being industrially backward with severe resource crunch, it is proposed that the pattern of matching share should be changed from 50:50 to 20:80 for State Government and Central Government respectively.

xi)

In view of the scarcity of land and the competing uses for the land resources, as a policy norm, a density of 110 persons per hectare is suggested in the DRP-2001. The land requirement will have to be accordingly computed for the assigned population for 2001. This is a larger policy issue not connected with the DRP.



1. 2.

3.

4.

xii)

Dispersal of any activity from Delhi in the DMA towns will only strengthen it as a single contiguous urban agglomeration which would be out of manageable limits. It is suggested, therefore, that all the dispersal of activities is proposed in the NCR to outside DMA limits.

By and large, the Draft Regional Plan 2001 for NCR envisages dispersal of activities to the towns beyond the DMA limits.

36. Joint Secretary,  
Industries Deptt;  
Govt. of Haryana,  
Chandigarh.

The land use zoning regulations in the Draft Regional Plan inter-alia include that no other industrial activity except rural industry will be allowed in the "remaining rural land". In fact, the "remaining rural land" needs to be made exhaustive. Haryana Government feels that some saving clause needs to be introduced in this so that in case of some projects of national/State importance which may not be possible/ desirable to be accommodated in the industrial zone of priority/DMA towns, the State Government may allow such projects to come up in the rural land. Therefore, a clause may be added under the zoning regulations as "any other use which the State Government may in the public interest decide."

This will be taken due note while finalising the NCR Plan.

7. Shri D.P. Gupta  
Chief Engineer  
(Planning), Govt. of  
India, Ministry of  
Surface Transport,  
(Roads Wing),  
Parivahan Bhawan,  
Sansad Marg,  
New Delhi-110 001.

(i) The requirements of the express ways proposed would need another look by the consultants after further examination of the possibility of traffic growth being taken care of by the Railway network existing and proposed in the future. The corridor Delhi-Balabgarh-Rodol may also qualify as an Expressway.

(1) The consultants after the publication of the DRP-2001 have further examined the possibility of traffic growth that would be taken care of by the Railway network both existing as well as proposed. Accordingly, the requirements of the express ways suggested in the DRP have been given by the consultants another look. In the case of the Delhi-Balabgarh-Rodol corridor, the consultants are of the view that it would qualify as an express-way beyond 2001 A.D.

(ii) For the expressways, it would be necessary to take urgent steps for prefeasibility studies for finalising the alignments, land acquisition etc. and arrangements for distribution of traffic when it enters the urban area of Delhi.

(ii) Steps for pre-feasibility studies to finalise the alignments of the express ways would be taken up after the NCR is finalised and approved by the Government. The arrangements for distribution of traffic at various points of JVA will be approved by the Ministry of Urban Development. The study is contemplated to be taken up.

(iii) It will not be possible for making any special allocations for the road network envisaged by the Ministry of Surface Transport without additional funding support from the Planning Commission. There is need to evolve mechanism for funding of the implementation of road network in the NCR.

(iii) This would be kept in view while preparing the Investment plan for the development of NCR.

(iv) The proposal to set up a Unified Metropolitan Transport Authority to look into the interaction of the various transport modes and to help in rationalising the intercity and intracity fare structures between the Railway and Road Transport has been separately under examination by the Task Force set up by the Ministry of Urban Development. Their recommendations may be taken into account.

(iv) The recommendations of the Task Force will be taken into account while finalising the Regional Plan.



(v) The CRG Paroda/III Kanpur study did not cover the transportation needs of Delhi urban area. It is necessary that the total transportation package of schemes for the NCR must get dovetailed with that of the Delhi urban area too.

It would be necessary to arrange for immediate acquisition of land for improvement of the road network desired for speedy implementation of the proposed improvements.

(vi) Apart from the road system, the requirements of the road transport services for both goods and passengers also need to be studied.

(v) The CRG study, according to terms of reference, was not to cover the transport needs of the Delhi Urban Area. However, with view to ensure proper interfacing of proposals of the Region-Plan vis-a-vis Delhi Master Plan Perspective 2001, a study may have to be conducted.

(vi) Arrangements for immediate acquisition of land required for improvement of the road network would be looked into after completing the respective feasibility studies and depending upon the availability of funds.

(vii) The suggestion is well taken. Requirements of the road transport services for both goods and passengers are also being looked into by the Consultants.

